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Vol. CCII, No. 2635
AUGUST 5, 1950

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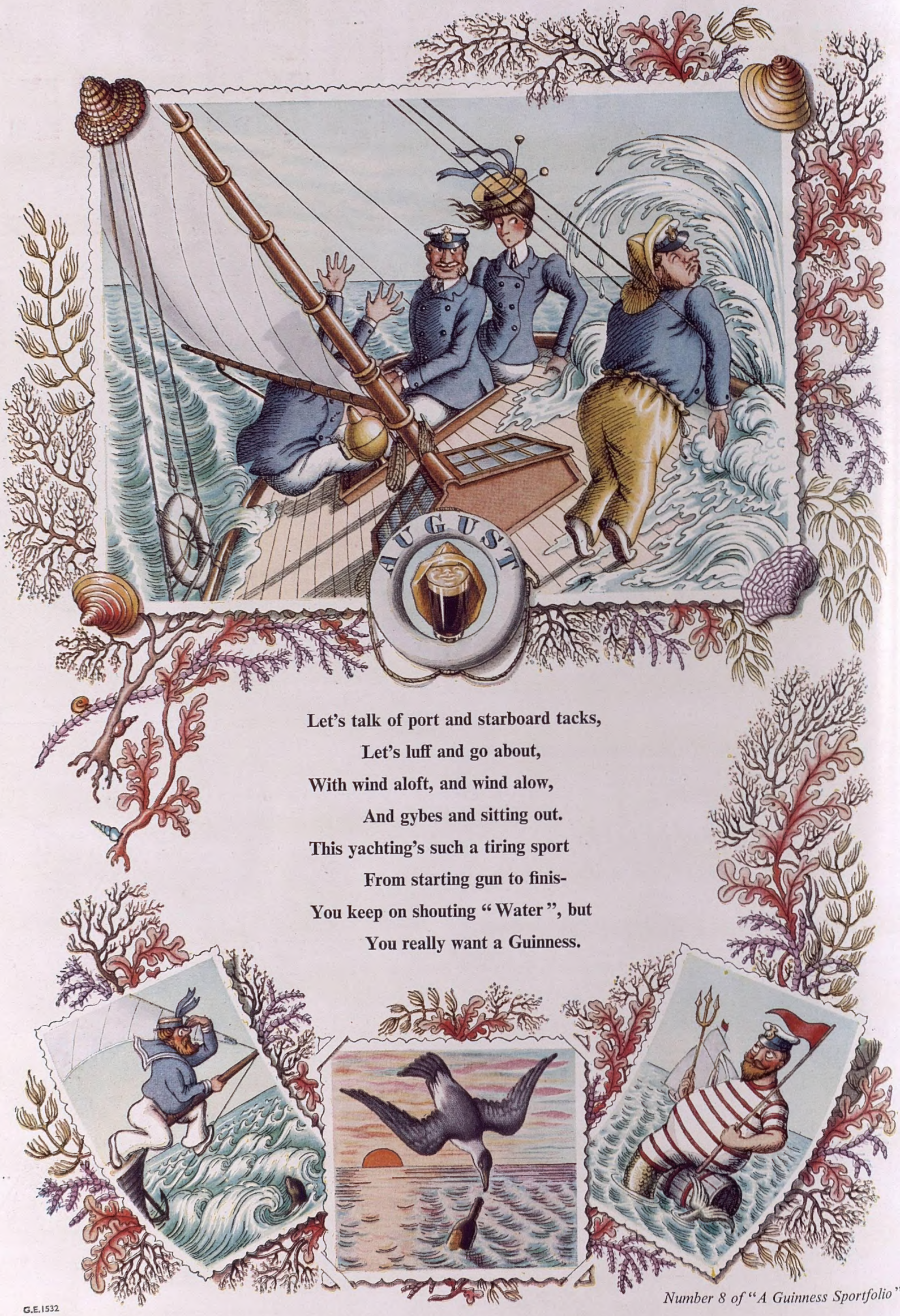


Let's talk of port and starboard tacks,
Let's luff and go about,
With wind aloft, and wind alow,
And gybes and sitting out.
This yachting's such a tiring sport
From starting gun to finis-
You keep on shouting "Water", but
You really want a Guinness.

Number 8 of "A Guinness Sportfolio"

G.E.1532

Volume CCII No. 2635

The SPHERE, London, August 5, 1950

The SPHERE

WITH WHICH IS INCORPORATED "THE GRAPHIC"

THE EMPIRE'S ILLUSTRATED WEEKLY

THE POLICE MEMORIAL SERVICE—THE KING AND QUEEN, ACCOMPANIED BY SIR HAROLD SCOTT, COMMISSIONER OF THE METROPOLITAN POLICE, AS THEY PASSED THE GUARD OF HONOUR OUTSIDE WESTMINSTER ABBEY AFTER THE KING HAD UNVEILED THE ROLL OF HONOUR OF THE 1,076 METROPOLITAN POLICEMEN WHO FELL IN TWO WORLD WARS : Six hundred policemen from the Metropolitan area attended the service, and the total congregation, including relatives of the fallen, numbered 2,000. The guard of honour was made up of men of the Mounted Police carrying lances with blue and white pennons

Men of the Metropolitan Police, who served on every battlefront during the war, including London in the days of the blitz, were commemorated in last week's police service at Westminster Abbey. The King, in morning clothes, and the Queen, in white, were received by Dr. Don, the Dean, and the Chapter on arrival at the Abbey. Removing a white silk cover from the book of honour, the King said : "I unveil this roll of honour and ordain that it be kept in the Collegiate Church of St. Peter in Westminster to remind generations to come of the devotion to duty of the Metropolitan Police." On its title-page the book has the Metropolitan Police badge in burnished platinum blue and crimson. Inscribed in black on vellum are the names, 374 from the 1914-18 war and 702 from the 1939-45 war. Sir Harold Scott, on his way by car to attend the service, was involved in an accident with a cyclist. The youth died of his injuries.

Postage—Inland, 2d. ; Canada, 1½d. ; Elsewhere Abroad, 2½d.

A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

The "Season" Ends.—Under lowering political skies, but otherwise in sunshine, the "London Season," as it used to be called, has ended. The last garden party at the Palace is nowadays the tailpiece to their Majesties' major social engagements in London and the scene of fashion switched to Goodwood downs. Our *manners* are improving—perhaps with good examples from America, India and the Dominions. No collection of 6,000 people could be more polyglot and representative than their Majesties' garden-party guests. Three or four years ago you would have observed a hundred perfect ladies standing on chairs and pinning down with opera glasses the advancing processions of Royal hosts. In 1950 it was not so. The perfect ladies have advanced nearer to perfection in manners, and even the lanes of starers were easier to control by the gentlemen of the Court. Parliament is away also to its summer holiday or constituency duty until mid-October—though liable to recall if the cat should jump in a certain direction. We should have added in Edwardian days that now "London is a desert. Everybody who is anybody is away." Times have changed. Goodwood, Cowes, cricket weeks and grouse-moors no longer lure away "everybody who is anybody." Let us hope that some people who may at least claim to be somebodies, will remain at their posts and do something strenuous to get us out of the ugly mess in which we seem to be caught. This, indeed, is the time for Ministers and permanent officials, unharassed by Parliament and its questions, to do some *thinking* and put thoughts into action. And while you are backing winners at Goodwood, or sailing in the Solent, I hope some of these pundits will conceive and bring forth some bright ideas and nostrums.

Our Defences.—In the last four weeks startling events have brought home to the nation the gravity of its danger in a military sense and the weakness of its defences. But anyone who has dared or dares to say that these events have brought home to Mr. Attlee's Government this danger and this weakness receives the most furious disclaimer from the Ministers. *They* have not been caught napping; *they* knew all about it. Four weeks ago, writing of Civil Defence, I noted how very little progress had been made so far in our district, and I ventured to observe that, since the public had been given absolutely no idea of the implications of atom warfare, it was not surprising if this war-weary nation responded apathetically to a half-hearted call. And now suddenly an "atomic manual" is to fill this gap. Presumably such a manual was unnecessary in June. On the day which brought us the first news of Korea, I ventured to say that—whatever happened there—Korea would radically affect the lives and plans, economy and way of life of the humblest citizen in the Western democracies. Four weeks of happenings now suggest that this was no exaggeration. But from the Government we had no hint until to-day that our defences and the money spent on them were "not enough." Now we know (did the Government know a month ago?) that the enemy is very active against us *in this island*, and that effective military and civil defence against aggression from without and sabotage within is an absolute priority.

"Sleep No More."—I ventured also only a week ago to urge that if (as it appears) our Government has had and has its hands full in fighting the battle of the dollar, it might call in the help and co-operation of men experienced in military and civil defence from outside the party, to wage effectively the not less vital campaign. Mr. Shinwell and other Ministers revealed in bitter speeches and jibes what *they* think of such fantastic suggestions. The party in power can do no wrong, is never caught napping, has no need of outside help or experience. Under Socialism the nation can sleep quiet in its bed. And sleep it certainly did until yesterday. So did Mr. Attlee:

PLANNING THE DEFENCE OF THE WEST—THE FIRST MEETING AT LANCASTER HOUSE OF THE DEPUTIES OF THE NORTH ATLANTIC TREATY: Left to right, seated at table—Mr. T. C. Achilles (U.S. Adviser), Mr. Charles Spofford, the United States Deputy who was elected Chairman, Mr. John Sherman Cooper (U.S. Adviser) and Baron de Gruben (Belgian Deputy). Under their terms of reference the Deputies have to co-ordinate defence plans, recommend to Governments the steps necessary to effect these plans when co-ordinated, exchange views on political questions, promote and co-ordinate public information (to counter Communist propaganda), and consider closer economic co-operation between the twelve Atlantic Treaty nations. Mr. Spofford, in a brief speech on accepting the chairmanship of the Deputies, said that the Western nations represented in the council had overwhelming superiority in moral strength and potential superiority in material strength. "These nations must now increase their military strength to protect themselves and, while this is not of our choosing, every one of the Western nations agrees that it is necessary"

Methought I heard a voice cry,
"Sleep no more,
Stalin does murder sleep—the innocent sleep. . . .
Stalin hath murdered sleep and therefore Attlee
Shall sleep no more, England shall sleep no more."

Quis custodiet ipsos custodes? If the night-watchman fails to knock, he at least should be estopped from calling the worker a lazy dog. Vice versa, the criticism is not so monstrous. But no doubt we are all awake now, and shall be kept awake for some time to come.

Atomic Bombing.—The vital pamphlet (which might usefully have come earlier) will be carefully studied. It is described as a scientific report on a scientific Commission's study of the effects of atomic bombing in Japan, with certain recommendations to meet the dangers halfway. But the pamphlet is not purely factual and coolly scientific. It is written and published also to awake enthusiasm for civil defence, an enthusiasm which total ignorance of the subject could not awake. Always on this subject the authorities are faced with a dilemma. Make the dangers appear too frightful and the citizen will fold his hands and wait for the horrible end. Minimise them and he will take comfort and justification for inaction. It is a nicely run thing, that attainment of shrewd balance. The countryman reads that one atomic bomb costs about as much as a battleship (which costs umpteen millions). Good, he says. I can sleep quiet in my bed. The enemy won't waste a battleship on Much-Binding in the Marsh, which is eight miles from the nearest town. The townsman learns that 50,000 people might lose their lives in a typical British city from one high air-burst bomb, if it caught them unaware. He might say: To hell with shelters and mops and dungarees; the only sane course is to flee into the fells and uplands. This pamphlet really tries hard to steer a course between despair and complacency and to invite the citizen to grapple with the new danger scientifically, sensibly and without despair. It deserves study. Cities can never be evacuated of even 25 per cent. of their normal population, even on long notice given. Our little island is desperately vulnerable, and must become more so as beneficent science improves its weapons of death. We must prepare in advance to minimise the dangers for our own or a future generation. For only so can the horrors and imbecility of total war be mitigated or averted.

Mackenzie King.—When public men die, we hear only the very best of them. Even their political enemies concentrate on the best. That is natural (and still practised) human decency. I have sometimes discussed Commonwealth and Canadian affairs with several friends who at various times have held important posts in Canada which brought them into close relations with Mackenzie King; and (despite political differences and controversial questions) I cannot recall that I ever heard from them any word which did not redound to his credit and uphold his reputation

U.K. DEPUTIES AT THE DEFENCE TALKS: Sir Frederick Hoyer-Miller (left) and Mr. Michael Rose, of the Foreign Office, at Lancaster House. On the right is Mr. C. A. F. Shuckburgh, secretary. The work of the Deputies will be carried on with the minimum of publicity, dealing, as it does, with matters coming in the realm of military security. They are setting up a secretariat in London

for straightness, wisdom, conciliation, moderation, good sense and the larger patriotism. That is rare. I make no doubt he will go down to history among the greatest figures in the evolution of the Commonwealth and of Canada to strength and greatness and world influence. He was a Liberal of the old school, and individual liberty was his creed. As premier, he practised what he preached in his relations with his Ministers (and, it may be, Mr. Attlee took a leaf from King's book). He loathed dictatorship, in any form, and the tenacity of his opinions and the integrity and strength of his character were harmonised with that hatred. That, too, is rare, and that rarity accounts for his "record reign" in a country that will never endure dictatorship and insists on individual freedom. Socially, at any rate, he owed nothing to "popularity," for he was not the man to make hosts of friends wherever he went. I fancy he died conscious of his worth. Not all worthy men do so.

Belloc.—Last week Hilaire Belloc kept his eightieth birthday, and I am glad to know that some men that were boys when he was a boy, sat and drank with him in Sussex. But some more who would not have missed the reunion, could keep the occasion only in spirit. Mr. Belloc has said that he does not expect his prose work to live. Perhaps his very versatility justifies his belief. He has tried every literary form save only the drama. His poetry he calls verse, and hopes that some of it may be read after he is gone. He is modest. "He does not die who can bequeath some influence to the land he knows"—and loves. Since he took up arms in the affair of 1870 in France and made England and Sussex better known to Englishmen, he has seen great changes in both countries, and even in his chosen conservative county. To-day the Sussex scene is changing rapidly under his eyes. Our modern economy is playing havoc with the high beech woods and the hedgerows; and Belloc's darling plains, inviolable for centuries, are putting on a new and ugly face. But the South Downs are of solid stuff, and I am sure that forty years on the passer-by will hear Belloc still, a boy that sings on Duncton Hill. Such is the best reward of the literary man in England. The adroit financier, the nimble Civil Servant, the assiduous courtier get the ribbons and the Orders; but ribbons fade and Orders rust. But the man of books, if he have integrity, may be remembered by his works when the star and garter folk are utterly forgot, and his voice may be heard singing sweetly a century after his bones are dust, high on the downs which shall not die.

King Leopold.—Professor Emile Cammaerts was good enough to write to me in reference to my remarks on the return of King Leopold. He headed his letter "Submitted for publication." Why? His letter was quite temperate. So, indeed, was my reference to King Leopold temperate, open-minded, seeking for information and understanding of a difficult problem. The Professor objected to a parallel I drew between the return of the Bourbons to France in 1814 and King Leopold's return. But my "parallel" was no more than a rather obvious comment that in each case the manner of life and thought of the peoples had undergone a very great change since the sovereigns were last in their capitals. He asks: "Should a king learn that kingship depends on political good fortune and the caprice of public favour?" In the past, often enough it *has* so depended. You cannot study the modern history of Europe without reaching that conclusion. I do not know—I asked for information—why Leopold is so unpopular with perhaps a third or more of his peoples. I can only say that if I were a modern constitutional monarch, and realised that 40 per cent. of my people detested me to the point of sabotaging their own national industries as a protest against my rule and as a gesture of personal hatred, I should not ponder long on what action to take.

THE OLD STAGER

GRADUATION DAY AT CRANWELL

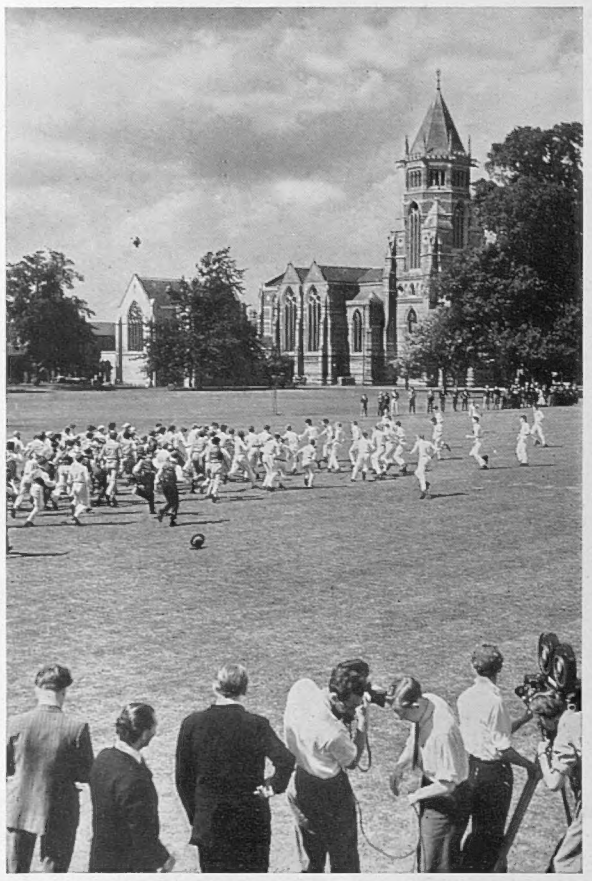
THE CHIEF OF THE AIR STAFF INSPECTS THE PARADE

MARSHAL OF THE ROYAL AIR FORCE SIR JOHN SLESSOR, CHIEF OF THE AIR STAFF, INSPECTS THE GRADUATION DAY PARADE OF NO. 50 ENTRY AT THE ROYAL AIR FORCE COLLEGE: Sir John is seen completing his inspection of cadets drawn up in front of the College. The parade followed the familiar pattern, the flight-cadets of the graduating entry marching with the Cadet Wing for the last time before receiving the King's Commission and, after the withdrawal of the Colour, marching off parade and up the steps of the College to the music of "Auld Lang Syne" in their last ceremonial act as flight-cadets. The Sword of Honour was awarded to Flight-Cadet G. W. F. Charles, and the King's Medal to Flight-Cadet E. V. Mellor

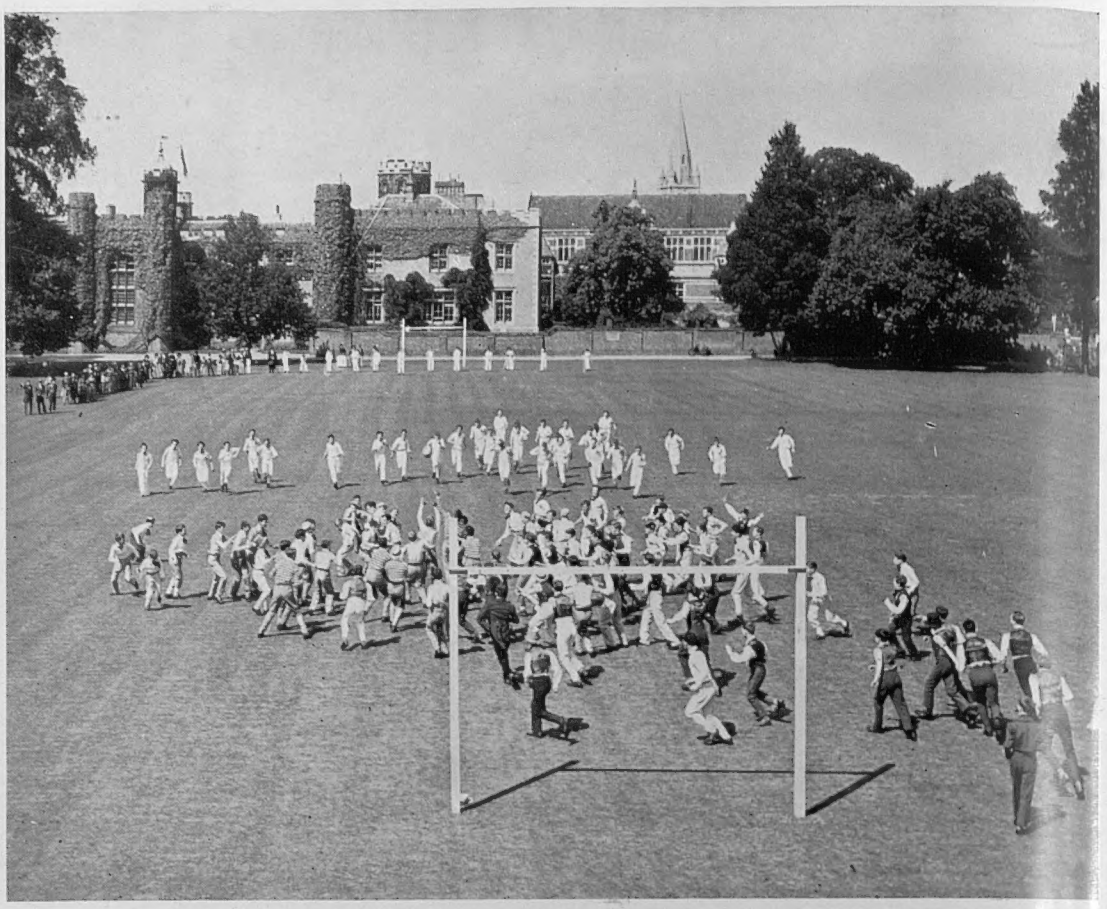
On left—PRIZEWINNERS OF NO. 50 ENTRY: Flight-Cadet E. V. Mellor, winner of the King's Medal among other awards, and Flight-Cadet G. W. F. Charles, who received the Sword of Honour, seen together after the prize-giving by Sir John Slessor

THE FIRST GAME OF RUGBY

The Goodwood Cup in Slow Time; Glamis Opened to the Public; The Harrow "Incident"



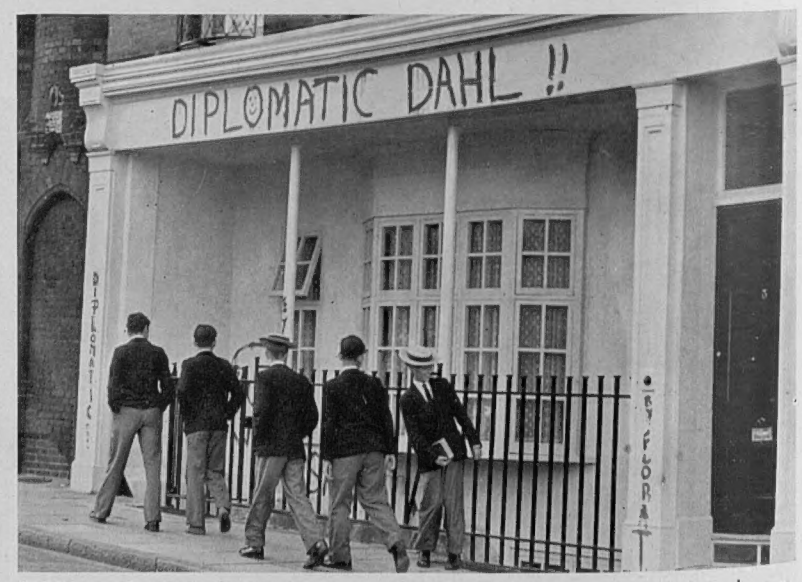
RE-ENACTING THE FIRST GAME OF RUGBY FOOTBALL FOR "TOM BROWN'S SCHOOLDAYS": A film camera recording the scene on the playing fields of Rugby School



MAKING THE FILM OF "TOM BROWN'S SCHOOLDAYS": Members of Rugby School engaged in "the first game of Rugby" which they re-enacted for the film company which is making the screen version of "Tom Brown's Schooldays." This celebrated first game of Rugby began when William Webb Ellis, one of the boys, picked up the ball and ran with it down the field

BATTLING OUT THE FIRST GRUELLING FURLONG IN THE GOODWOOD CUP! Val Drake (R. Poincelet), Aldborough (Gordon Richards), Bagheera (C. Smirke) and Native Heath (A. Breasley) cantering gently down the course at Goodwood just after the start. Racegoers and bookmakers cheered derisively when the runners started at a walk, broke into a slow trot, and eventually began cantering. After this extraordinary start Aldborough was set going by Richards, who quickly established a ten-lengths lead. Evidently realising that this was giving Bagheera a big chance, as this French horse likes to come from behind, Richards almost pulled up Aldborough, and Bagheera took the lead. Eventually Val Drake passed the post first, but, as Gordon Richards said afterwards, "it was not really a race at all"

MACBETH'S CASTLE IN ANGUS IS INVADED BY THE PUBLIC: This was the considerable crowd outside Glamis, the home of the young Earl of Strathmore, when it was opened for the first time at a charge of 2s. per head. The Earl of Strathmore, who is the Queen's nephew, has opened the castle to the public owing to the heavy demands of taxation resulting from the deaths, within five years of each other, of his father and grandfather. The Queen spent her childhood and much of her youth at Glamis and also at St. Paul's-Waldenbury, Hertfordshire. It was at Glamis that Princess Margaret was born



THERE IS TROUBLE ON THE HILL: A 200-yard trail of red enamel paint along the pavement of High Street, Harrow-on-the-Hill, provided the tell-tale clue for Harrow School authorities after bright red slogans had been painted on the house occupied by Mr. Robert Dahl, a housemaster. Middle-aged Mr. Dahl is a modern languages master at Harrow. His house, recently redecorated in a cream colour, is next door to that of the headmaster, Dr. R. W. Moore. The paint splashes led to Park House, occupied by sixty boys. "Diplomatic Dahl!!" was painted across a beam outside Mr. Dahl's house. The "o" in "Diplomatic" was painted as a face. Underneath this a Chad face was painted with the words: "Wot no sackings." A third slogan read "Floreat Etona"

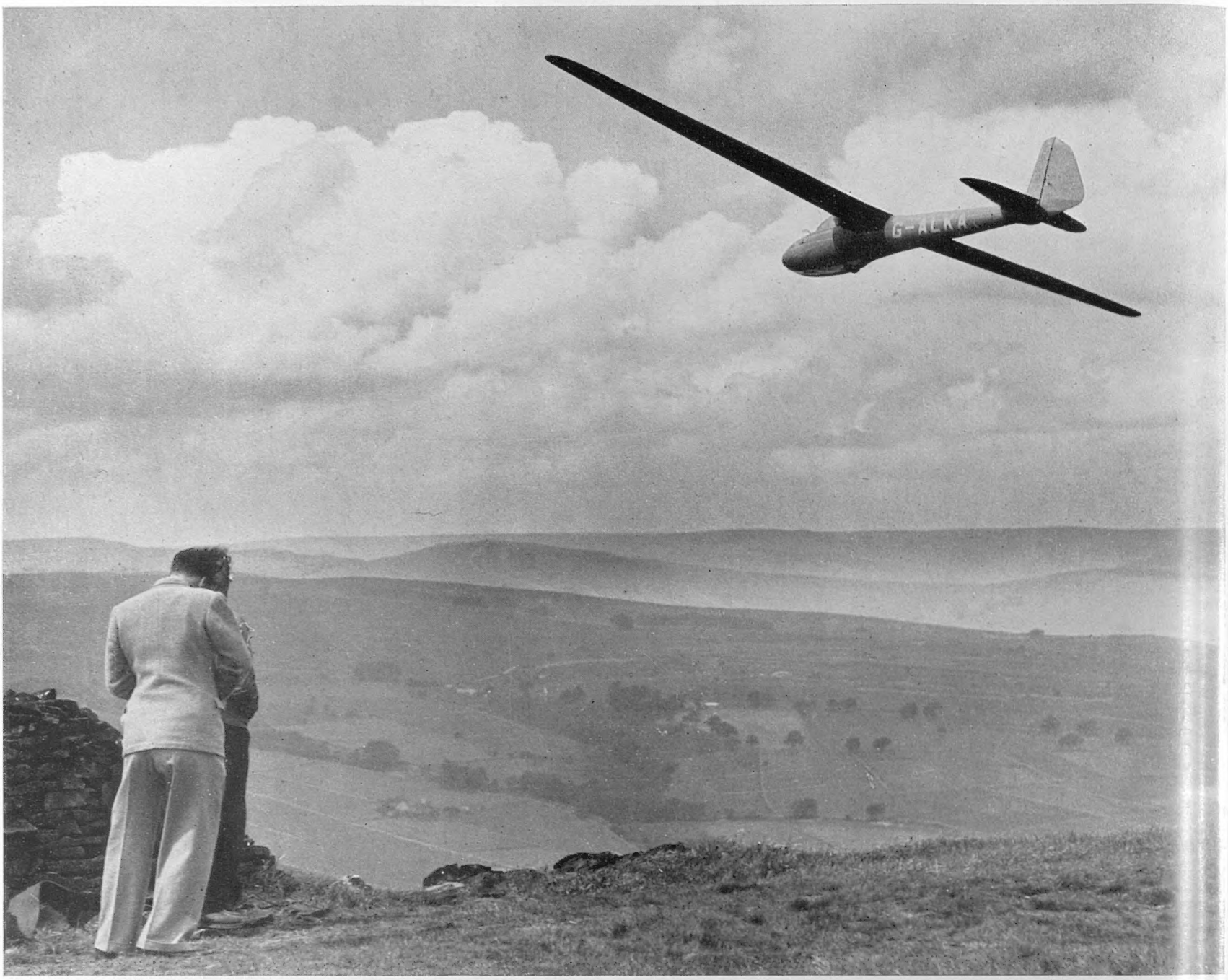
LOADING THE NEW 3·5 INS. BAZOOKA, THE MOST UP-TO-DATE ANTI-TANK WEAPON WHICH HAS BEEN FLOWN IN QUANTITY TO KOREA AND HAS ALREADY TAKEN A HEAVY TOLL OF COMMUNIST TANKS : The soldier on the right is seen loading the projectile while the man on the left prepares to take aim and fire. The Bazooka, which proved its worth during the battles round Taejon, is a two-piece smooth bore electrically-operated weapon of open tube type, and it fires a rocket bearing a warhead of powerful explosive in the form of a "shaped charge." The "shaped charge" enables a round to penetrate any armoured vehicle at present known. The weapon can be fired by an infantryman from the shoulder or presumably from the ground by means of a bipod stand. The bazooka used during the Second World War was of 2·36 ins. calibre, and the new model is a considerable advance, being perhaps the finest close-in anti-tank weapon

WHEN A BAZOOKA DISCHARGES : A squad in action with the new weapon somewhere in Korea. The man who fires the projectile looks through a sight along the side of the piece. There is some recoil

BAZOOKAS AND TANKS

TWO INSTRUMENTS OF MODERN WAR IN ACTION

BRITAIN'S NEW SUPER-TANK, THE 20-TON CENTURION, DETAILS OF WHICH WERE ONLY RELEASED FROM THE SECRET LIST THIS YEAR : The Centurion was designed by the Ministry of Supply Fighting Vehicles Establishment in conjunction with Messrs. Vickers-Armstrong Ltd. It is powered by a Meteor petrol engine—an adaptation of the world-famous Rolls-Royce Merlin aero engine, and it develops 635 b.h.p. The gearbox and steering, combined in one unit, is of the well-known Merritt-Brown type. The Centurion is now the standard tank of the Royal Armoured Corps. It played an important part in last year's large-scale manœuvres of the British Army held in the Paderborn area in West Germany. In Korea the Communists have been using large numbers of 30-ton tanks



A COMPETITOR SOARS INTO THE CLOUDS DURING THE NATIONAL GLIDING CONTESTS AT GREAT HUCKLOW, NEAR SHEFFIELD : A new feature was introduced into the contests this year when a 73-mile race was prescribed by the organisers, competitors being timed from the moment of release at Great Hucklow to the moment of touching down at Boston, Lincs. Seventy-two pilots, flying thirty sailplanes and gliders, took part in the contests, which were on the biggest scale ever held in Britain

GLIDING FROM SHEFFIELD TO BOSTON, LINCS.

An Innovation During the National Gliding Contests

Mr. Philip Wills, who has some notable records to his credit in the realm of gliding, won the 73-mile race from Great Hucklow to Boston, Lincs., which was one of the features of this year's national contests. He took just over two hours on the journey, and recorded the average speed of 36·6 m.p.h. Lieut.-Commander H. C. N. Goodhart, of the Royal Naval Gliding and Soaring Association, came second with an average of 30 m.p.h., followed by Mr. C. Staffurth, of Bristol Gliding Club, with 27 m.p.h. In 1938 Mr. Wills, it may be remembered, flew from Heston to St. Austell, a distance of 209 miles, and in 1946 reached an altitude of 15,247 ft. above Long Mynd, Salop. Gliding equipment—some of it still of German origin—took many forms at the Great Hucklow contests, ranging from primary gliders of simple construction and modest capabilities to well-built sailplanes with tapered wings of great span and thin fuselages approaching perfection in streamlined form.

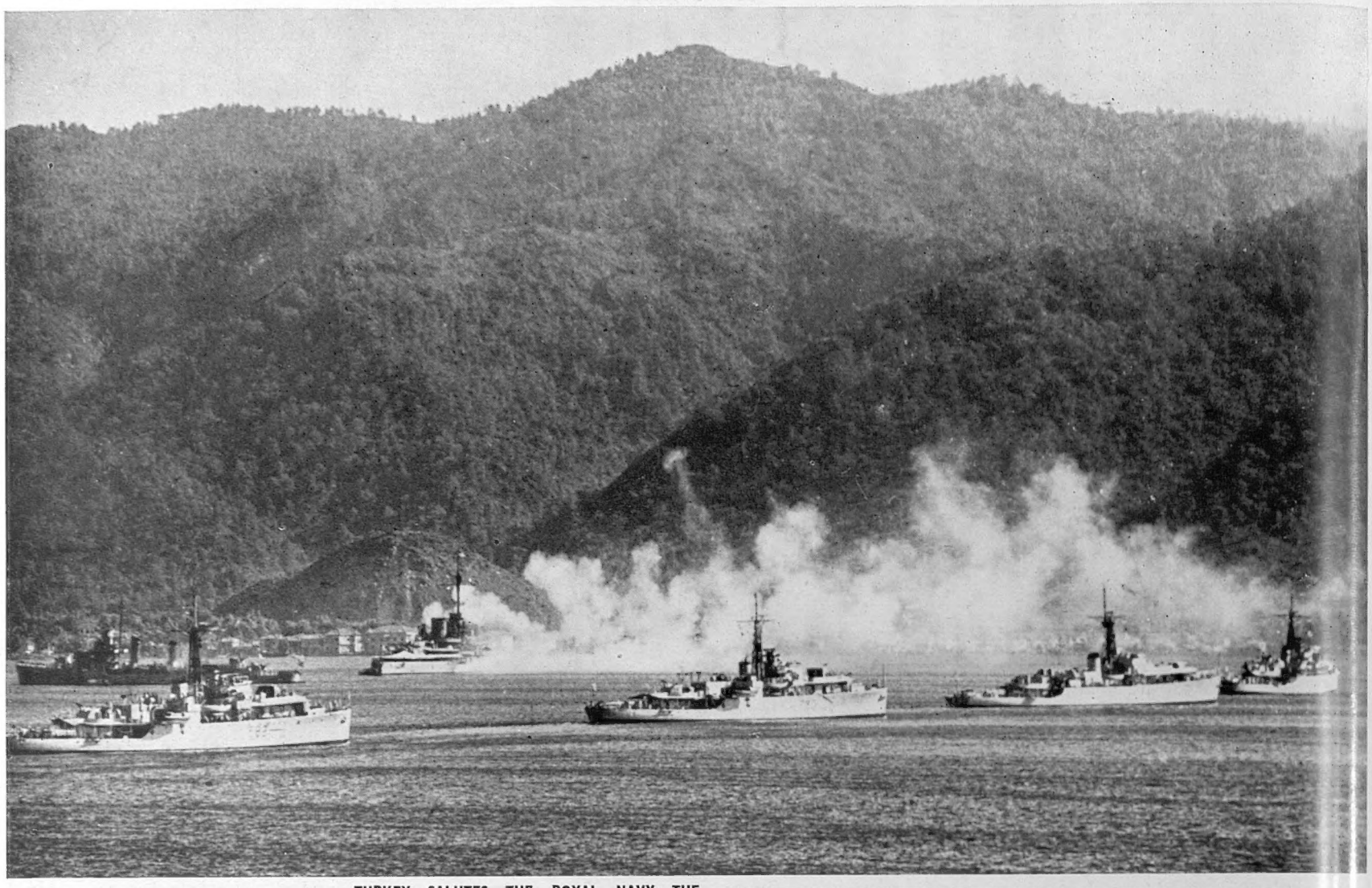
IN THE AIR AND ON THE GROUND AT GREAT HUCKLOW : *Left*—This picture of a glider in action during the national contests was taken from a glider flying in its wake. *Right*—The Camp Hill flying field at Great Hucklow, also photographed from a glider. The picture evidences the undulating nature of the countryside, which is ideally suited for gliding operations. During the contests 264 flights were made totalling 513 hours. 6,050 miles were flown in 104 cross-country flights

A MIGHTY ARMADA OF WARPLANES IN STORAGE ON THE DAVIS-MONTHAN FIELD NEAR TUCSON, ARIZONA: On these acres of flat desert ground Boeing Superfortress bombers are lined up, each in a bright covering of aluminium paint over a surface of plastic put on to sustain the ravages of wind and weather. A few of the planes in the foreground were awaiting spraying when this picture was taken, but this will not be done now, for machines are being hauled from the Davis-Monthan field every day and the de-cocooning process is taking place at the nearby municipal airport of Tucson. Within a few weeks the machines will probably be flying to Korea with giant bomb-loads destined for the Communist lines. The B 29's will, wherever possible, be equipped with new fuel injection systems and improved electronic equipment

WARPLANES EMERGE FROM STORAGE

B 29's ARE PREPARED FOR THE KOREAN WAR

A SUPERFORTRESS IN ITS PEACE PAINT: This B 29, known as the "Lucky 13," was brought from Davis-Monthan Airfield to Tucson Municipal Airport, there to have removed its plastic coat and to have installed machine-guns, radios, life rafts and other equipment which was removed at the time of the "cocooning" process. The "Lucky 13" was so named during the Pacific War, as it carried out 378 hours of combat flying time in the Pacific and over the Japanese mainland

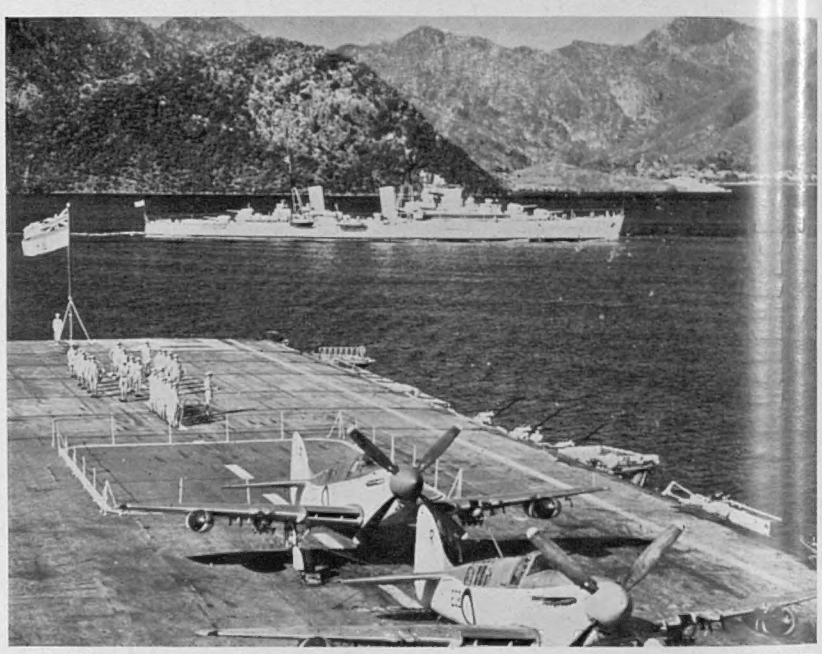


TURKEY SALUTES THE ROYAL NAVY—THE FLAGSHIP "YAVUZ" FIRING A SALUTE AS THE MEDITERRANEAN FLEET ARRIVES AT MARMARICE, DURING THE SUMMER CRUISE: The Fleet was under the command of the Commander-in-Chief, Admiral Sir John E. Edelsten, who flew his flag in the *Gambia*

CRUISING IN THE LEVANT

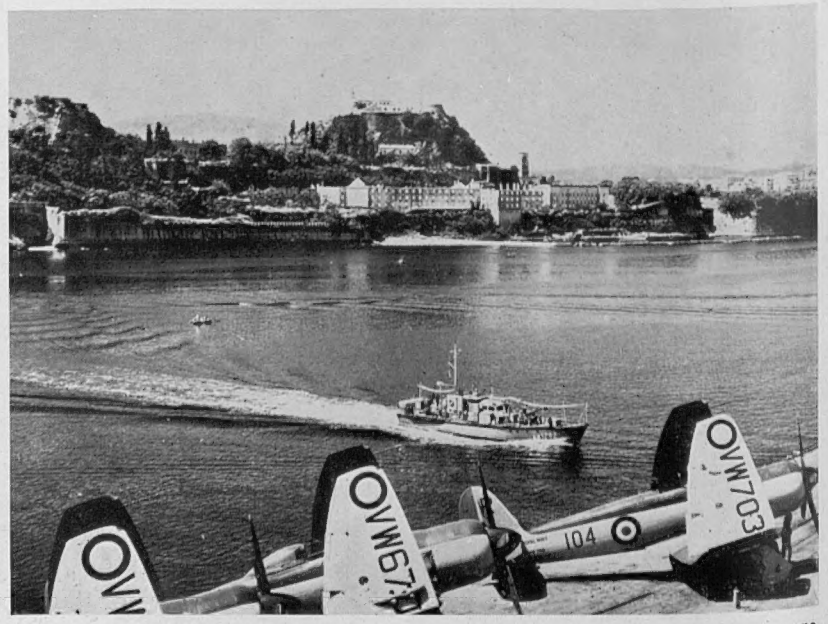
Warships of the Mediterranean Fleet in Greek and Turkish Waters During the Summer Cruise

The cruise again took the form of visits to various Eastern Mediterranean countries, where visits were paid by the Commander-in-Chief. The Fleet held its regatta during the visit to Turkey, and took part in exercises with the Greek Navy off Greece. King Paul of Greece visited the British ships during their stay in Greek waters. In addition to normal Fleet exercises, men from various ships took part in beach-landing exercises



THE "PHOEBE" AND THE "GLORY" ENTER THE TURKISH HARBOUR OF MARMARICE FOR THE FLEET REGATTA: The cruiser was wearing the flag of Rear-Admiral C. T. M. Pizey and the *Glory* that of Rear-Admiral G. Grantham

TRANSFERRING MAIL AT SEA—H.M.S. "CHIVALROUS" DISPATCHES HER LETTERS WHILE STEAMING ALONGSIDE THE "GLORY": The bundle of mail is seen at extreme left of picture during its transfer by line between the ships. The *Chivalrous*, a C Group destroyer of 1,710 tons, was launched in 1945 and completed in 1946



THE FLEET'S VISIT TO GREECE—H.M.S. "GLORY" AT CORFU DURING THE 1950 SUMMER CRUISE: A Greek harbour defence motor-gunboat approaches the 13,000-ton British light fleet aircraft-carrier. During their stay in Greek waters, the British warships took part in exercises with the Greek Navy

The AUSTRALIAN NAVY'S CARRIER "SYDNEY" PAYS A VISIT TO PORTSMOUTH

THE LIGHT FLEET CARRIER H.M.A.S. "SYDNEY" ENTERS PORTSMOUTH HARBOUR: Tugs gently nosing the visiting warship into her berth as seen from the deck of the British battleship *Duke of York*. The *Sydney*, which was built in Britain and originally named H.M.S. *Terrible*, has come to England to embark the 21st Carrier Air Group—the second to be formed in the Australian Navy—which has been trained at St. Merryn Royal Naval Air Station, Cornwall. The senior officers of this group are on loan from the Royal Navy, but the pilots and aircraftmen are mainly Australian. After she has embarked the air group, the *Sydney* will remain in British waters for exercises. *Below*—The *Sydney* as she steamed into harbour

THE DUKE OF GLOUCESTER ATTENDS THE SOVEREIGN'S PARADE OF THE ROYAL MILITARY ACADEMY, SANDHURST: The parade was commanded by Major and Adjutant C. Earle, who is seen on the right of the picture, on his grey horse. After the presentations and the Royal salute, the senior division and the Colours marched off parade and mounted the steps of the grand entrance to the old college, followed by the adjutant, as has been customary for the last quarter of a century. The pass-out parade of officer-cadets resumed its title of the Sovereign's parade when the King was present in July 1948. This year the parade was taken by the Duke of Gloucester

Left—THE DIRECTOR OF STUDIES AND THE SECRETARY OF STATE FOR WAR: Mr. T. S. J. Anderson, C.B.E., and Mr. John Strachey at Sandhurst

MILITARY AND NAVAL OCCASIONS

The Sovereign's Parade at Sandhurst; The Lord Mayor of London Takes the Salute; the School of Infantry Stages a Battle; the King's Prize at Bisley

THE ROYAL AUXILIARY AIR FORCE GOES TO CAMP: The Lord Mayor of London takes the salute as men of the 2600 (City of London) Light Anti-Aircraft Squadron, R.A.A.F., march past the Mansion House en route for their annual training camp at Watchet

THE LORD MAYOR OF LONDON PRESENTS A COLOUR TO THE CITY OF LONDON AND ST. CLEMENT DANE'S UNIT OF THE SEA CADET CORPS: Sir Frederick Rowland takes the salute from St. Paul's Cathedral at the march past. The Colour, which was a gift of Mr. H. C. Brewer, chairman of the Baltic Exchange, and consecrated by the Very Reverend W. R. Matthews, Dean of St. Paul's, was presented by the Lord Mayor during a ceremony at the Cathedral

THE SCHOOL OF INFANTRY GIVES A SPECTACULAR DEMONSTRATION ON SALISBURY PLAIN: *Left*—General Nordentoft and Major Asgrav of Denmark watch the demonstration which took place near Warminster before 3,500 spectators. *Right*—A general view taken during the assault. The attack followed the course of events which took place at Blerick, in Holland, on December 3, 1944, the action which was fought by the 15th (Scottish) Division, whose divisional commander, Major-General C. A. Barber, is now Director of Infantry. The demonstration battle began with R.A.F. support by Vampires, followed by artillery preparation by the 5th R.H.A. Regiment. Comet tanks of the 8th Hussars, under cover of a smoke screen, then advanced to provide additional covering fire. Next came the Flails clearing paths through the barbed-wire and minefields, followed by armoured vehicles of the Royal Engineers, some of which were carrying girder bridges. The way was thus prepared for the assault force of Comet tanks, armoured carriers and flame-throwers to make their attack

CARRYING THE WINNER OF THE KING'S PRIZE IN THE CHAMPION'S CHAIR AFTER A BULL'S-EYE WITH HIS LAST SHOT HAD GAINED HIM THE LEAD AT BISLEY. Captain R. D. Greig, late Royal Scots Fusiliers, was successful in the close finish for this year's King's Prize with a total score of 277. Second was Corporal J. G. Proudfoot with 276, and third, Major W. H. Magnay, also with 276. After the firing at 900 yards, Proudfoot led with 209, Magnay followed with 207 and Captain Greig with 205. In the final shoot, Captain Greig scored an inner with his first shot. He dropped points in the eighth and fourteenth rounds, and needed a bull's-eye with his last shot to win. This he achieved to lead by only one point

THE AMERICAN PRESIDENT CONFERS WITH HIS SECRETARY OF STATE AND THE NEW AIDE: Seated between Mr. Truman and Mr. Dean Acheson at this White House meeting was Mr. Charles W. Spofford, the new Deputy United States Representative to the North Atlantic Council. Mr. Spofford, a New York lawyer, now begins the dual task of determining how much the North Atlantic countries can do to increase their military strength and how much more the United States should supply them in line with the President's pledge to Congress. After being sworn in by Secretary of State Dean Acheson, Mr. Spofford made preparations to leave for London with an eight-man delegation, which will help speed measures necessary for collective security. (See also page 182 of this issue)

THE KOREAN PRESIDENT AND HIS FOREIGN MINISTER "SOMEWHERE IN KOREA": President Syngman Rhee and Colonel Ben C. Limb in the garden of their headquarters. Ever since the fall of Seoul they have been constantly on the move, and the task of holding the threads of administration has been rendered well-nigh impossible. One of President Rhee's most recent official acts has been to make General MacArthur Commander-in-Chief of Korea's land, sea and air forces.

THE WAY OF THE WORLD

A SURVEY OF THE FOREIGN NEWS IN PICTURES

BUILDING A BRIDGE ACROSS CHESAPEAKE BAY: This air view, looking towards Sandy Point, shows the progress of the 44,000,000-dollar bridge which is being thrust across the bay at a point where it is over four miles wide and links with the town of Matapeake. One of the ferry boats which the bridge will supplant can be seen on the left. Chesapeake Bay forms a great cleft through the eastern part of Maryland, and the need for a bridge has long been obvious. There will be a central span to allow the passage of shipping, as vessels of large tonnage use the port of Baltimore at the head of the bay

PREPARING THE WAY FOR THE DETROIT DAM: All trees have been felled in this Oregon valley to the east of Salem, where the waters of the North Santiam River are to be impounded, making a lake 8½ miles long with a shore-line of 45 miles. The lake will contain 455,000 acre-ft. of water and constitutes yet another development in the conservation of power in America. Only recently President Truman inaugurated the Grand Coulee Dam on the Columbia River, on the boundaries of Washington and Oregon.

WHERE THE NEW DAM WILL RISE ON THE NORTH SANTIAM RIVER: The concrete structure will be 450-ft. high and will stretch across the valley for a distance of 1,580 ft., creating a lake 4,000 acres in surface area. Already a coffer-dam is in position, and all is ready for the pouring of the first concrete.

THEY CALLED HIM THE HIMMLER OF CHATAILLON : Ernest Kopnick seen with his wife in an ante-room during an interval in the course of his trial before a Hamburg court, where he is accused in forty-seven cases of having ill-treated and denounced co-inmates when he was chief of the German camp police at the French prisoner-of-war camp at Chataillon, near Rochelle

VICTIM IN AN ANTI-RED RIOT AT THE CHRYSLER PLANT AT MAYWOOD, LOS ANGELES : His face covered with blood, an employee of Chrysler's is followed by a jeering crowd of fellow-workers who attacked him as a Communist sympathiser. Frank Zaffina told the Press that he organised the beating-up of three men when attempting to "clean house" against all Communists working for Chrysler's. About 150 men were involved in the brawl

THE ST. COLUMBA CEREMONIES IN THE HAUTE-SAÔNE : Mr. Eamon de Valera, the leader of the Fianna Fail party in Eire and former Prime Minister, kisses the ring of the Papal Nuncio, Monsignor Roncalli, during a reception held at Luxeuil in connection with the unveiling of a statue of the Irish Saint, St. Columba, who came to Gaul in 570 and later received the Castle of Luxeuil from King Gontran. Behind Mr. de Valera is Mr. Sean MacBride, the Irish Foreign Minister, and on the right is Mr. Costello, the Premier. A thousand Roman Catholic pilgrims were pilgrims to Luxeuil for the occasion, and they saw a bone from the arm of St. Gall, a disciple of St. Columba, carried in procession. Most of the pilgrims were from Ireland

EAST SECTOR COMMUNISTS INVADE THE WEST SECTOR OF BERLIN ON A MISSION OF PEACE : West Sector police are seen holding back the crowd as a truck-load of arrested Communists was taken to gaol. They had been attempting to collect signatures for a giant petition outlawing the atom bomb. More than 500 Communists were arrested, but no serious incidents, beyond some stone-throwing, were reported. The Communists were later released, in small numbers at a time, so as not to cause trouble. The Communists canvassed houses, cinemas, cafés and underground railway stations with their petition. In Kurfuerstendamm, West Berlin's liveliest thoroughfare, four were beaten-up by passers-by and had to be rescued by the police

WHEN THE RUSSIAN STEAMER "SESTRORETSK" DOCKED AT STOCKHOLM PASSPORT OFFICIALS WENT ABOARD IN SEARCH OF THE POLE, JUNOVITCH STEFANOVITCH, WANTED IN CONNECTION WITH THE COSY CORNER CAFÉ MURDER IN BUCKINGHAMSHIRE : The vessel is seen (*left*) in her berth at Stockholm, and *on right* the visiting officials are going up the gangway to search the passenger and crew lists. It later became known that the wanted man had been transferred in mid-Baltic to the Russian tug *Neptune*, and that he had been taken beyond reach of the British police to the Soviet Republic of Latvia. Stefanovitch boarded the Russian ship in the Thames

THE RETURN OF LEOPOLD III TO A DIVIDED LAND

The King of the Belgians Flies Back to Brussels After Six Years of Exile

KING LEOPOLD SETS OUT FROM GENEVA FOR BRUSSELS AFTER SIX YEARS OF EXILE: The King of the Belgians bidding good-bye to his wife, the Princess de Réthy, before boarding the plane which took him back to his capital. Standing on right is Princess Josephine Charlotte, who remained with her stepmother at Pregny, and Prince Baudouin, heir to the throne, who accompanied his father

THE KING DRIVES BACK TO LAEKEN ALONG A CLOSELY-GUARDED ROUTE: All the way from Haren, where the King landed after his flight from Geneva, to Laeken, armed guards were on duty and a big squad of motor-cycle police provided an escort. The King was cheered at some places, and at others demonstrators blew whistles

A fortnight ago when a joint session of the two Houses of the Belgian Parliament voted for the return of King Leopold, there could not have been a man or woman in Belgium who really believed that that was the end of the Royal controversy. As a result of the vote the King flew back to Brussels, but it was as the ruler of a divided land that he came to his palace at Laeken, and M. Paul Spaak and his Socialist followers made it plain that they would fight this matter through to the bitter end. The King returned with his two elder sons, leaving his daughter, Princess Josephine Charlotte, and his youngest son, Prince Alexander, with the Princess de Réthy at their home at Pregny. The Socialists have repeatedly pointed out that under Belgian law the wife of the King becomes Queen, and they have urged that this is an untenable situation.

PRO-MONARCHISTS DEFACED THE POSTERS ADVERTISING A RALLY TO PAY HONOUR TO THE PRINCE REGENT CHARLES: Three of the four posters showing the Count of Flanders have been mutilated. They typify the poster battles which have raged in Belgium ever since the return of King Leopold III seemed imminent. The Socialists have sought to rally round the Count of Flanders. During his years as Prince Regent he tried to remain impartial

KING LEOPOLD AND HIS TWO ELDER SONS ON THEIR RETURN TO LAEKEN: The King, in the uniform of Commander-in-Chief of the Belgian forces, with Prince Baudouin, Duke of Brabant, and Prince Albert of Liége. Prince Baudouin will be twenty years old in September, and Prince Albert has just celebrated his sixteenth birthday. King Leopold will be fifty next year. He succeeded his father as King of the Belgians in 1934, after King Albert's fatal fall on the rocks near Namur

THE FORMER PREMIER OF BELGIUM, PAUL HENRI SPAAK, LEADS THE ANTI-LEOPOLD SOCIALISTS AND LIBERALS IN A MARCH FROM PARLIAMENT TO THE ROYAL PALACE AT LAEKEN: M. Spaak, who is seen in the centre of the group, walked out of the joint session of Parliament after delivering a withering attack on the Social Christian (Catholic) Party, which by 198 votes to 0 then proceeded to vote for the King's return. The Socialists walked to the Palace of Laeken to hand to Prince Charles, Count of Flanders, an address expressing the gratitude of the nation for his services as head of the State. In his speech before Parliament, M. Spaak declared: "In a few minutes you 'll gain a round. It will bring Leopold back to the throne and give the signal for upheavals that will tear Belgium asunder. Every effort at conciliation has been contemptuously ignored. We will leave the session before the vote, and you, the Social Christian Party, will be left alone to commit one of the most pitiful deeds in our history. Leopold the Third is going to be recalled by a joint session of both Houses that is in fact nothing but a party gathering. While you vote we will go to present an address of homage to that really constitutional head of the State, the Prince Regent"

IN THE PLACES DES MARTYRS, BRUSSELS, SOCIALISTS TAKE AN OATH TO DRIVE KING LEOPOLD FROM THE THRONE: At this spot, where the dead of the revolution of 1830 are buried, followers of M. Spaak pledged themselves to continue the battle against the restored King. It was M. Rolin, the former Chairman of the Senate, who got up at the meeting and invited his hearers to swear that the opposition to the King would continue until there was a head of State who had the confidence of the nation

THE AMERICANS MAKE A BEACHHEAD AT POHANG

An Amphibious Descent on the Coast of East Korea

ONE OF THE FASTEST OPERATIONS EVER UNDERTAKEN AND CARRIED THROUGH IN THE HISTORY OF AMPHIBIOUS WARFARE: Members of the 1st Cavalry Division, United States Army, unloading ammunition from Dukws after going ashore at Pohang in order to establish a beachhead and screen the port of Pusan from the southward thrust of the Communists along the east coast of Korea. While similar operations during the Pacific War took ninety days to plan and set afoot, this operation at Pohang was set going in ten days, and this despite the lack of essential vessels, also trained landing-boat crews. Because of the lack of vessels some of the transports which took the amphibious force from Tokyo to Korea carried three times their normal battle load, while others had twice their quota of men and supplies. Owing to the time factor there was no elaborate rehearsal

A SURPRISE LANDING WHICH BOLSTERED UP THE AMERICAN EFFORT IN SOUTH KOREA: Two Army Dukws leaving a landing-craft off Pohang as the 1st Cavalry Division of the United States Army, commanded by General Gay, reached the East Korean coast. The invasion force made an unopposed landing, and struck inland to ensure control of communications. General Gay told correspondents on the way over from Tokyo: "Our mission is to kill North Koreans where we find them"

POHANG

THE SCENE OF THE AMERICAN LANDING AND CONSOLIDATION

THE HARBOUR AT POHANG, NEAR WHICH AMERICAN TROOPS OF THE FIRST CAVALRY DIVISION MADE THEIR LANDING : Native craft in the harbour and in the background some of the port buildings. The United States amphibious force, supported by two destroyers and an air-screen, crept into Pohang at dawn, and made an unopposed landing. L.S.T.s, containing light tanks, vehicles and men, unloaded the 1st Cavalry Division (actually infantry), a force of between 5,000 and 7,000 men, which it had brought from Japan. One object of the landing was to relieve congestion in Pusan

Below—EQUIPMENT IS BROUGHT ASHORE FROM ONE OF THE L.S.T.s AT POHANG : Deep water in the harbour enabled this landing-ship to come close in, and troops built a sandbag landing-stage so that vehicles could drive straight ashore. Within four days of landing at Pohang the American 1st Cavalry Division was in full-scale action

THE COMBINED AIR, SEA AND LAND ASSAULT ON KOREA

Aspects of the Battle in the Eastern Sea and the Sea of Japan

ON BOARD AN AMERICAN CARRIER "SOMEWHERE IN THE EASTERN SEA": Crewmen of carrier-borne planes preparing for action in their quarters. U.S. naval intelligence authorities have now "clamped down" in the matter of security, and details of ships operating round the Korean coast are now withheld. It is known, however, that several carriers have lately been dispatched from the Pacific Coast to aid the *Valley Forge* and the British carrier *Triumph*, which were the first on the scene

As the Communists lunged southward from Taejon and the American forces met them in full-scale combat, every effort was made from the sea and from the mainland of Japan to sustain the American defence. While the build-up in infantry and armour has been going on in Korea, there has been a build-up in these sea and air arms, and additional aircraft carriers are known to have joined the British and American warships already in the battle. Fighter planes have been operating both from the carriers and from Korean bases, and it is said that they have been giving better close support to ground troops. Air-ground liaison, at first very shaky, was much improved during last week's fighting. In Tokyo prodigies of high-speed loading have been achieved, and the appearance of the American 1st Cavalry Division in Korea only ten days after embarkation was planned constitutes something of a logistic record in the United States Army. Action pictures taken during the unopposed landing at Pohang appear on pages 196-97. On the next page units of the amphibious force are seen before their departure from Tokyo.

ON THE DECK OF A U.S. CARRIER OF THE SEVENTH TASK FLEET: Rear-Admiral J. M. Hoskins (right) with Captain L. K. Rice, his flagship commander, during operations off the Korean coast. In the background planes, with their wings folded for space conservation, can be seen lined up on the flight deck. Carrier pilots have had little rest since the start of the war

A 40-MM.-GUN CREW READY FOR ACTION IN A HEAVY CRUISER OF THE SEVENTH TASK FLEET DURING AN AIR RAID ALERT IN THE EASTERN SEA: The gun-layers are seated on left and right of the platform, and on the platform itself are four loaders and the N.C.O. in charge

A CORSAIR IS REARMED ON THE FLIGHT DECK OF AN AMERICAN CARRIER: The former land-based fighter of the Pacific War is now a formidable weapon in America's carrier-borne force, her armament including rocket projectiles. In all, 500 major and 2,500 minor engineering and production changes were made to this type of aircraft as a result of battle experience

AN AMPHIBIOUS FORCE LEAVES TOKYO FOR THE EAST COAST OF KOREA: Jeeps lashed down on the deck of one of the transports which took a whole American division from Japan to the landing-point at Pohang, where a surprise attack was made in order to screen the port of Pusan from the southward advance of the North Korean forces, which were using the main east coast road. *On left*—A 12,750-ton amphibious force flagship, of the Blue Ridge class, moored at the Quartermaster's Depot, Tokyo Harbour, before setting out for Pohang with the amphibious force. Vessels of this type are fitted as flagships for Chiefs of Combined Forces, and they have accommodation for marine and army units. Radio and radar equipment is exceptionally elaborate in such vessels

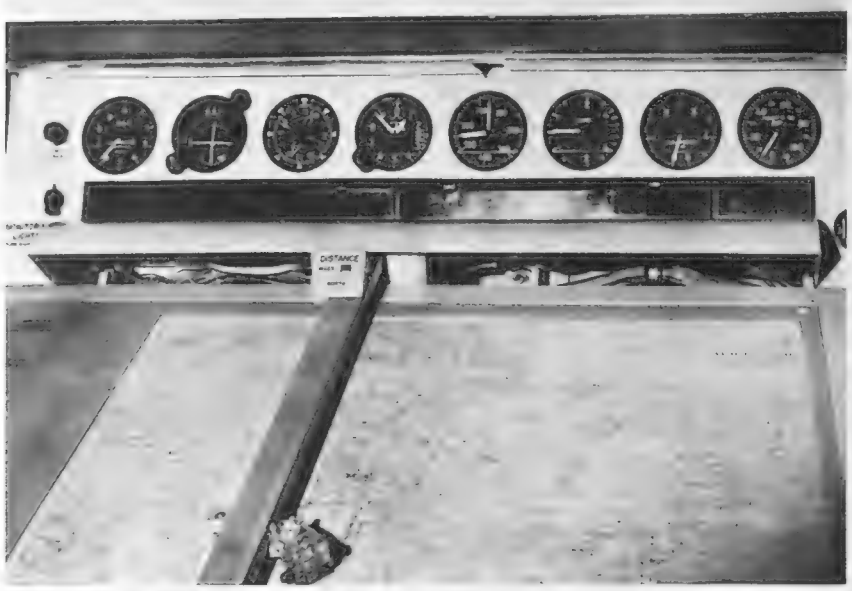
"FLYING" IN THE CLASSROOM

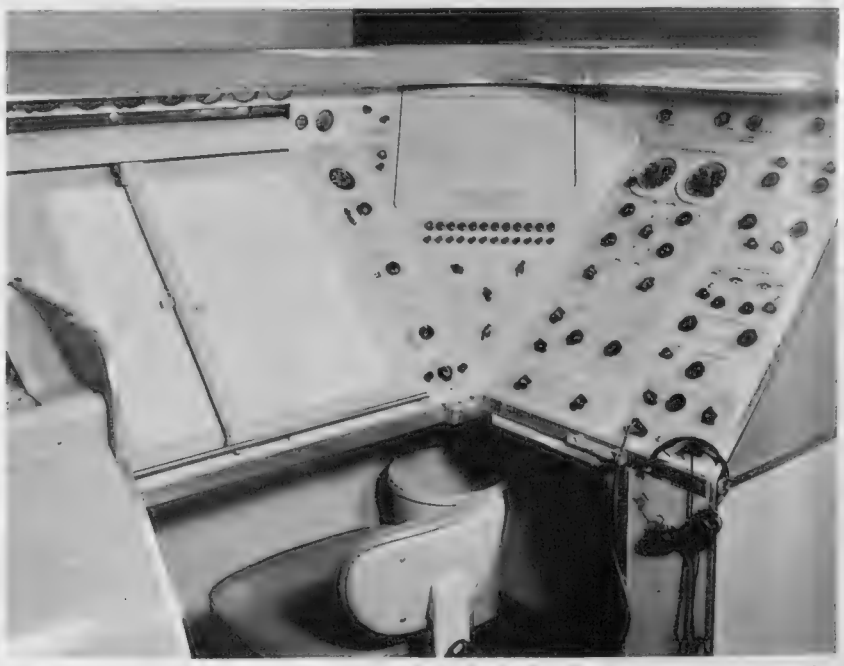
A New Machine for Training Jet Pilots in the U.S. Air Force

Jet pilots of the future will now do their first flying of high-speed aircraft on the ground. This new venture in training has been made possible by a Link Trainer which is specially designed to simulate jet aircraft flight, and to combine training in flight, engine and radio navigation into one class of instruction. Extensive tests of the new equipment have been made at Air Material Command Headquarters, Dayton, Ohio, and the U.S. Air Force has announced acceptance of the machine by the Training Command. Known as the "Linktronic," the device is manufactured by Link Aviation, makers of the wartime Link Trainers. Squat and stubbly, it much more nearly resembles a Diesel locomotive than the sleek airborne craft it simulates, and provides space for both trainee and instructor in one integral unit. All the controls, instruments and indications of a high-speed aircraft are included in the new trainer, and they function just as they would in actual flight. Rates of roll, climb and acceleration are faithfully duplicated, and the controls are loaded so that pressures vary with air-speed. An integral part of the machine is a series of emergency controls with which a check pilot, sitting behind the cockpit, can introduce a wide variety of operating troubles. By pushing a button the instructor can make the fuel pump or hydraulic system fail; stir up a thunderstorm; have the fuel tank punctured by a burst of flak; or any other flying hazard which a modern or wartime pilot would be likely to encounter. The base of the new trainer is an intricate arrangement of electronic computers which calculate instantly the basic equations covering the actions of the aeroplane simulated.

The most interesting piece of equipment in the whole trainer is the "angelic switch." A student may have burned out his tail-pipe; disabled his engine; headed straight for the runway with his hydraulic system fouled; be too low for a bail-out—and still "land" safely. With a simple twist of the wrist the check pilot can turn the "angelic switch" and erase all the student's errors, so that he can then make a fresh start.

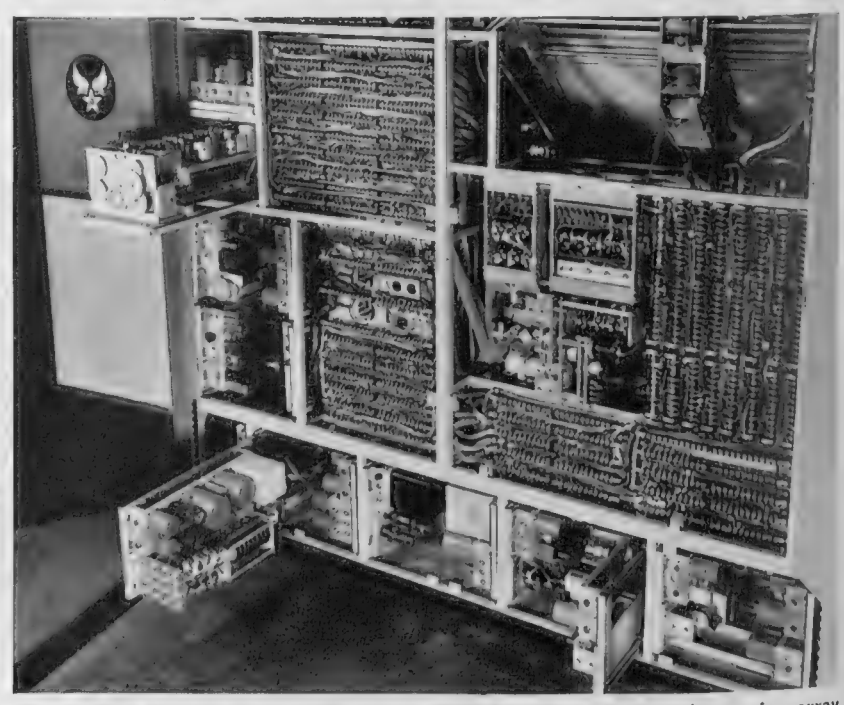
INSIDE THE STUDENT'S COMPARTMENT OF THE NEW "LINKTRONIC" TRAINER WHICH HAS NOW BEEN ACCEPTED BY THE TRAINING COMMAND OF THE U.S. AIR FORCE: Jet pilots of the future will now be able to face every possible mishap of flying at high speed before actually taking the air. They will be put through their paces in this compartment during their training on the ground. The new machine, made by Link Aviation Inc., is intended to reduce the number of accidents when pilots first take a machine into the air





INSIDE THE TRAINER'S PANEL OF THE "LINKTRONIC": *On left*—These eight instruments spaced out across the panel are synchronised with those in the cockpit, so that the instructor is at all times able to follow the student's performance. The lights below the instruments flash to indicate error, result of error, and operating condition of the plane, while the flight-recorder pen, mounted on a travelling arm, records simulated cross-country flights up to 1,000 miles. *On right*—A general view of the trainer's panel, showing the control switches which enable the instructor to set possible engine and flight problems for solution by the student-pilot

LOOKING MORE LIKE A DIESEL LOCOMOTIVE: An exterior view of the machine, showing in front the student's cockpit and at the rear the instructor's panel. The machine makes possible for the first time instruction in the use of VHE, omni-range and the off-set course computers which are coming into use



CONCEALED IN THE CABINET OF THE "LINKTRONIC" TRAINER: The impressive array of wires and tubes which control the multitude of instruments and lights which are installed in the two compartments of the new jet flight training device

SUBMARINE AND BOMBER HUNTERS

Two New Types of Aircraft, the Fairey 17 and the Hawker P. 1081

Britain is travelling far and fast in the development of military aircraft, and although the recent Farnborough display laid no stress on new and experimental types, there is much work going on behind the scenes. The Meteor N.F.11 night fighter has just made its bow, for instance, while two powerful anti-submarine hunters, the Fairey 17 and the Blackburn Y.A. 5, have lately run successful deck-landing trials. The Fairey 17 is shown in some detail on this page. It is a compact aircraft powerfully armed and well-equipped for submarine hunting by radar, but precise performance details are still not forthcoming for security reasons. The Fairey 17, the first prop-jet aircraft to touch down on the flight-deck of a carrier, is powered by an Armstrong Siddeley Double Mamba, one of the most powerful units developed anywhere.

Also in the news is Hawker's P 1081, a development of the P 1052, which was, in turn, preceded by the P 1040. The net result is that the P 1081 probably has a sea-level speed in excess of 700 m.p.h. It has a Rolls-Royce Nene turbo-jet engine.

THE CONCERTINA PLANE: This picture, taken on the aerodrome at White Waltham, near Maidenhead, shows how the wings of the Fairey 17 anti-submarine aircraft fold when the machine is ready for stowage. The Fairey 17 has the distinction of being the first prop-jet aircraft to touch down on the deck of a carrier. The machine is powered by an Armstrong Siddeley Double Mamba (twin turbines driving co-axial propellers). In flight it is possible to cut out one of the twin turbines and fly on one-half of the power unit. A rival anti-submarine hunter is the Blackburn Y.A. 5, also carrier-borne

THE WINGS OF THE FAIREY 17 IN THE FULLY-FOLDED POSITION: So compact is this anti-submarine aircraft that stowage in a carrier's hangar is a comparatively simple business. The pilot's cockpit, it will be seen, gives excellent forward and sideways visibility, a vital matter even when spotting submarines is largely done through the radar screen

THE CO-AXIAL PROPELLERS OF THE FAIREY 17: A close-up of the submarine attacker, also showing the forward wheels of the tricycle undercarriage. Standing in the cockpit is Group-Captain Gordon Slade, the Chief Test Pilot of Fairey Aviation

THE BOMBER HUNTER—THE HAWKER P 1081, BRITAIN'S LATEST JET FIGHTER: *On left and right*—A head and tail view of the swept-wing interceptor, which embodies the latest aerodynamic refinements and constitutes an advance on the Hawker P 1052, one of the first British aircraft to have swept-back wings. Australia has already shown great interest in the P 1081, and it is thought possible that a substantial order for these planes may be placed by the Commonwealth

RACING FOR THE INTERNATIONAL DRAGON CUP IN DANISH WATERS: The Danish frigate *Niels Ebbesen* (the former H.M.S. *Annan*) giving the starting-gun to the forty-five competitors in one of the five races in which they struggled for supremacy. The racing took place in the Vejle Fjord, and resulted in a fine victory for the Norwegian yacht *Pan*. *Bluebottle*, jointly owned by Princess Elizabeth and the Duke of Edinburgh, was placed fourth after doing particularly well in the closing stages of the tournament. Lieut.-Commander M. Crichton was at the helm of *Bluebottle* which is seen on the extreme left of this picture, behind the smoke of the starting-gun. It was a truly international contest with the first five placings going to Norway, Sweden, Denmark, England and Holland

SPORT, ADVENTURE AND TRAGEDY ON THE HIGH SEAS

FIRST HOME IN THE TRANSATLANTIC YACHT RACE: The 23-ton sloop *Gulvain*, one of the five competitors in this ocean contest, seen after crossing the finishing line and after making fast at Plymouth. The *Gulvain* had a chequered voyage. For the first eight days the weather was perfect, but then strong north-west gusts sprang up. Both port crosstrees were snapped and had to be repaired aloft while the yacht was rolling in an arc of 60 degs., and the 1,000-sq. ft. nylon spinnaker had to be retrieved from the sea and repaired by a hand sewing-machine. Other competitors in the 3,000-mile race were the *Cohoe*, owned and skippered by forty-eight-year-old Mr. Adlard Coles, a Southampton amateur yachtsman, and the *Samuel Pepys*, with Lieut.-Commander E. Bruce and an all-naval crew. After battling with heavy seas the crews were all weary at the end of the race

"JO JO" FOUND THE SEAS TOO ROUGH: A Scottish competitor in the Dragon Cup races in the Vejle Fjord, Denmark, is dismasted in one of the contests. She limped to port only slightly the worse for the experience

THE SCENE OF A YACHT DISASTER IN AUSTRALIAN WATERS: Miss Jenefer Wornum is believed to have been drowned when her luxury ketch foundered on these rocks near Sydney, Australia, during July. The only other person aboard the ketch was the twenty-one-year-old Finnish seaman Carl Teppo, who was washed clear of the wreck and landed on the shore. Teppo climbed up the sheer face of the cliff, and walked barefoot for ten miles before finding help. Miss Wornum is the daughter of the English architect, George Grey Wornum, of St. John's Wood, and of Miriam Wornum, the American authoress

THE CRUISE OF THE "COONGOOLA" THROUGH SOUTHERN SEAS: In this yacht, which is seen after berthing at Fremantle, Mr. G. H. Griffiths of Brisbane, his wife, his son Barry and his daughter Elizabeth sailed with a crew of six from Australia to South Africa and back to Australia. On the return journey the last port of call before reaching Fremantle was in Mauritius. The *Coongoola* is at the time of writing on her way round the Australian coast back to her home port. She is 76 ft. long and of 62 tons

A SALVAGE VESSEL HERSELF IN NEED OF SALVAGING: The *Barnet*, which was returning from Prussia Cove, where she helped in salvaging the former battleship *Warspite*, seen after being driven ashore at Long Rock Beach, Penzance. The crew was taken off by the Penlee lifeboat. The *Warspite*, it may be remembered, went on the rocks in Prussia Cove, on the eastern shore of Mounts Bay, in 1947, when she broke adrift in a gale while on the way to a breaker's yard on the Clyde. It was one of the tasks of the *Barnet* to tow the battleship into deep water after she had undergone tests for buoyancy

OPENING THE HORSE SHOW

AND OTHER PICTURES OF HOME NEWS

THE KING AND QUEEN ATTEND THE OPENING OF THE INTERNATIONAL HORSE SHOW AT THE WHITE CITY: On arrival, their Majesties drove round the arena in an open carriage drawn by a pair of the Windsor Greys and preceded by scarlet-coated outriders. They were received by the Duke of Beaufort

A record entry of 1,400 at this year's International Horse Show, held at the White City, delayed the programme on the first day, which opened with the colourful parade of the jumping teams from England, France, Ireland, Spain and Sweden. They were played into the arena by the mounted band of the Royal Horse Guards, wearing the yellow State uniform, and each team was led by a mounted artilleryman of the King's Troop, R.H.A., in full uniform and bearing the national standard.

Mr. R. S. Summerhays directed the pageant, *Horsemen Through the Ages*, in which horsemen and women, famous in history, were represented. The Black Prince appeared in full tilting armour on a great Shire horse, caparisoned in black peace arms; the Duke of Newcastle, who wrote the treatise on equitation, was accompanied by Prince Charles (later Charles II); and the Empress Elizabeth of Austria rode with Captain Bay Middleton. The pageant ended with representatives from the Garth Hunt Pony Club.

A JET AMONG THE CORN: This jet fighter made a forced landing in a cornfield belonging to Mr. Connor, a farmer of Avondale House, Carnalyn, near Bridlington. Nearly two hundred yards of corn had been flattened. The only injury to the pilot was an attack of hay-fever, due to the corn dust

A DRAMATIC SEA RESCUE: Survivors of an aircraft travelling from Hamburg to Margate, which made a forced landing in the North Sea, are picked up from their dinghy by the 803-ton steamer *Kilworth*, which took them to Harwich. Two stretcher cases, a twenty-three-year-old officer's wife and a sergeant, were among those rescued. This picture was taken by a member of the crew of the *Kilworth*, which brought them safely to land. On the left, pulling on the lines thrown to them from the steamer, are Master-Pilot D. C. Hollens and Flight-Lieutenant E. O. Charlton, navigator of the aircraft. Next to them are W.R.A.F. Sergeant E. Ferris, medical superintendant in the plane, and Mrs. E. Gadston, one of her patients, who climbed from a stretcher into the dinghy. In the foreground is Sergeant R. Shelley, the second patient

COMMEMORATING THE NINE HUNDREDTH ANNIVERSARY OF THE FORMATION OF THE SEE OF EXETER—THE VISIT OF THE ARCHBISHOP OF CANTERBURY TO THE CATHEDRAL OF ST. MARY AND ST. PETER: Dr. Geoffrey Fisher, preceded by his Primatial Cross and accompanied by the retiring Dean, Dr. S. C. Carpenter, goes in procession to the Cathedral for a special service of thanksgiving. The sixty-seventh Diocesan Bishop, the Rt. Rev. R. C. Mortimer, is seen vested in cope and mitre at the rear of the procession. The Archbishop was vested in the cope and mitre presented to him in appreciation for the attendance of Japanese Bishops at the Lambeth Conference. The Diocesan anniversary celebrations began with the Royal visit shortly after the Cathedral had been robbed of its silver cross. It was in 1050 that King Edward the Confessor and Queen Edytha took Leofric, Bishop of Crediton, one by either hand, and enthroned him in the old Saxon church on the site of the present Lady Chapel. The counties of Devon and Cornwall were then formed into the new Diocese of Exeter; remaining as such until 1877, when Cornwall was divided and made into the Diocese of Truro. Exeter's comparatively small but magnificent cathedral dates partly from the twelfth century and from the thirteenth and fourteenth centuries, when much of the edifice was transformed from the Norman to the Perpendicular style. A complete restoration was carried out by Sir G. G. Scott towards the end of last century

PRINCESS IRENE OF THE NETHERLANDS LAYS THE FOUNDATION-STONE OF THE NEW DUTCH CHURCH IN AUSTIN FRIARS: *On the left*, the ten-year-old Princess taps the stone into position with a mallet after smoothing the cement with a silver trowel. She then declared in Dutch that the stone was well and truly laid. On her left stands her father, Prince Bernhard. *On right*, a general view of the ceremony as Princess Irene laid the foundation-stone. Besides Prince Bernhard, Princess Alice and the Earl of Athlone, Dr. Geyer, High Commissioner for South Africa, and the Lord Mayor of London were present. The Rev. R. H. van Apeldoorn, minister of the temporary Dutch church of St. Mary in Bourdon Street, conducted the service, which commemorated the 400th anniversary of the granting of land on which the first church stood for Dutch and other Protestant refugees from Europe. The former church was destroyed by a land mine during the war. On the previous evening, Prince Bernhard, the Lord Mayor and the Archbishop of Canterbury were guests at a dinner at Grocers' Hall in honour of the 400th anniversary of the founding of the church. Dr. Fisher said that after the bombing in 1941 he was responsible for the offer of St. Mary's, Bourdon Street, to the Dutch community. He felt that Austin Friars stood as a symbol of religious freedom and the right of conscience

UNVEILING THE NEW MEMORIAL TABLET TO WILLIAM PENN AT ALL HALLOWS-BY-THE-TOWER: *Left*—Mr. Richmond Miller, a Philadelphia member of the Society of Friends, unveils the new plaque outside the north porch of All Hallows, which replaces the leaden memorial which was irreparably damaged when the church was bombed. *Right*—The scene after the ceremony. William Penn, the Quaker founder of Pennsylvania, was baptised at All Hallows-by-the-Tower on October 23, 1644. The new commemorative tablet was designed by Mr. Cecil Thomas. After the ceremony, Sir Evelyn Wrench, founder of the English-Speaking Union, spoke from the north aisle of the church. He recalled that William Penn and other Quakers had made significant contact with Peter the Great of Russia and wished that some Friend in 1950 might have similar influence on the present ruler of Russia

THE FLASK INN, HIGHGATE, STAGES A LONDON CUSTOM FOR TELEVISION: The ceremony of "Swearing on the Horns," was acted in eighteenth-century costume for the "London Town" programme. The country youth, played by Jack Newmark, solemnly swears "not to eat brown bread when he can have white . . . not to drink small beer when he can get strong, but to kiss the maid in preference to the mistress, if he like the maid better." Left to right in the picture are Peter Bull; Jack Newmark; Dennis Castle (holding the ram's horns); Winifred Hill as the Mistress; Beryl Booker as the Maid; and Richard Caldicott and Edward Jewesbury as two Gentlemen

A HOLIDAY DIVERSION FOR THE CHILDREN AT SCARBOROUGH: A bulldozer smooths out the sand on South Bay, where rainwater, overflowing from the road during recent storms, had cut large gullies. The famous Scarborough sands were soon restored to their normal smoothness, and the children were provided, meanwhile, with an extra sideshow

THE WEST LANDING-STAGE ON EILEAN MOR, IN THE FLANNAN ISLES, OR SEVEN HUNTERS: Eilean Mor and Eilean Tighe form the northern group in the Flannans, seven strange uninhabited islands where a tragedy of the sea was enacted fifty years ago. All the islands of the group share much the same degree of inaccessibility, as all are rockbound. In days gone by the Flannans were inhabited, though perhaps sparsely, and on Eilean Mor there are remains which archæologists assign to the early centuries of the Christian Church in Britain

MYSTERY ON THE FLANNANS

A SELDOM-VISITED ISLAND GROUP IN THE HEBRIDES, SCENE OF A LIGHTHOUSE TRAGEDY OF FIFTY YEARS AGO

Three men alive on Flannan Isle,
Who thought of three men dead.

Readers of modern poetry will be familiar with this quotation from Wilfred Wilson Gibson's "Flannan Isle," a poem which has always fascinated me. Since childhood days among the Western Highlands and Islands, I have known of the tragedy and the mystery upon which it is founded.

Situated in the North Atlantic, at a distance of 20 miles off Gallan Head, in the Outer Hebrides, is a group of seven strange, uninhabited islands, with islets and skerries adjacent thereto, known as the Flannan Isles, or the Seven Hunters. These islands fall naturally into three groups. Eilean Mor and Eilean Tighe form the northern group. Soray, Sgeir Toman and Sgeir Righinn constitute the southern group. The western group includes Eilean a' Ghobha and Roareim, two stacks lying a couple of miles away from Eilean Mor, largest of the Flannan Isles.

These seven islands differ little, except in size. Each of them, having regard to its limited area, attains a remarkable altitude. At heights varying from 150 ft., as in the case of Roareim, to more than 260 ft. in the case of Eilean Mor, their cliffs of weathered gneiss tower precipitously above the Atlantic tides. Eilean Mor's area is just under 39 acres. Sgeir Righinn, smallest of the Flannans, is but three. Each member of the group shares the distinction of offering no point where a landing may be effected without difficulty, and even danger, since they are all shoreless, and lie in the midst of seas noted for their restlessness. Only during the summer or early autumn do the vagaries of the North Atlantic swell permit of even the surest of foot landing upon them, except in the case of Eilean Mor, where the landing-stages hewn by the Northern Lighthouse Commissioners at the beginning of the present century—one known to the lightkeepers as the East Landing, and the other as the West Landing—make it feasible in all but the most boisterous weather.

A few years ago, when our Hebrides were swept by gales and dashed by mighty seas, making it impossible to effect the normal reliefs at several lighthouses off the west coast of Scotland, another three men alive on Flannan Isle were among those in distress. When the Commissioners' vessel, *Pole Star*, arrived to carry out the routine relief, it was discovered that two of the lightkeepers had fallen ill, and that for several days and nights Donald MacLeod, an occasional hand, had been attending to the light alone, and at the same time seeing to his companions. Though he had been in regular wireless communication with the lightkeepers at the Butt of Lewis throughout his ordeal, turbulent seas and similar distress at other lighthouses in the *Pole Star's* circuit had rendered impossible an earlier relief. For all our modern appliances, tragedy might easily befall at the Flannans. Only the lightkeepers' most rigid self-discipline reduces the likelihood at such perilous outposts.

Once upon a time these lone islets were inhabited, though perhaps sparsely. On Eilean Mor one finds ecclesiological remains which archæologists assign to the early centuries of the Christian Church in Britain.

The closing years of the nineteenth century witnessed an enormous expansion in North Atlantic shipping. Since the Seven Hunters lie close to the track generally followed by vessels bound *via* the Butt of Lewis and the Pentland Firth for the east coast of Britain, as well as for Scandinavian and Baltic ports, they became increasingly a menace to mariners, especially in time of fog or tempest. Shipwreck in these waters became quite common. These unlit, inhospitable outposts claimed many a victim. This led to the Northern Lighthouse Board's decision to erect on Eilean Mor the famous lighthouse now distinguishing it. This arduous and perilous undertaking was begun in 1895. Not until December, four years later, was the lighthouse ready to operate. To begin with, it was necessary to blast out of the solid rock two landing-stages, and also two zigzagging staircases, one of each at the west side of the island, and another of each at the east, so that, if conditions rendered impossible the landing at the one, it might be possible to get ashore at the other. In addition to this, cranes and derricks had to be erected, so as to land the necessary building materials. Everything requisite to the erection of the lighthouse had to be raised some 200 ft. up the face of the cliffs by means of wire pulleys. And remember that all this had to be accomplished in the midst of turbulent tides!

At the fall of 1899 there stood upon Eilean Mor a lantern-tower 75 ft. in height. It now contained a light of 140,000 candle-power, visible in normal conditions at 40 miles.

The Flannan Light had been in operation about a year when there occurred a tragedy, the precise nature of which remains one of the many mysteries associated with the North Atlantic. Owing to inclement seas, the Northern Lighthouse Board's vessel, *Hesperus*, was already some days overdue when, on December 26, 1900, she arrived at the rock to carry out the routine relief. The three men believed to have been on duty at the time were James Ducat, Thomas Marshall and Donald MacArthur. The fourth man, Joseph Moore, was now returning from the shore station to relieve one of the three. As the *Hesperus* hove-to off the East Landing, captain and crew thought it odd that the lightkeepers had failed to answer the usual signals. The relief vessel, as a rule, was observed approaching when still some distance off, thus enabling the keepers to time such final preparations as were necessary for the effecting of the relief and the handing ashore of mails and stores. When the vessel reached her customary anchorage, it became obvious that the East Landing showed no evidence that the keepers were even expecting the relief. The idea that, perhaps, they had made preparations to receive the ship's tender at the West Landing was scarcely entertained. Three tried lightkeepers, inured by this time to the exigencies of wind and storm and isolation at outposts such as the Seven Hunters, were not likely to expect the *Hesperus* on the wrong side of the island!

Eventually Joseph Moore was got ashore. Ordinarily, he would have been greeted by the lightkeeper whom he was relieving. It is true, of course, that a few days previously a passing ship had reported inability to pick up the Flannan Light. It is also true that the crofters inhabiting the shorelands of western Lewis had remarked that they had not observed the light for several nights. At the outset this did not surprise them, for they knew that a spell of sea-fog had already obscured it when matters at the Flannans were quite in order. However, when the fog cleared, and no light shone, they became apprehensive.

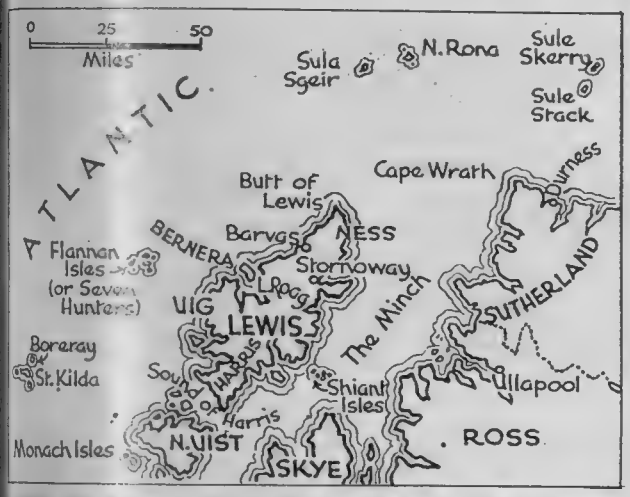
THE EAST LANDING-STAGE ON EILEAN MOR: Both landing-stages were built at the foot of the lighthouse in order to ensure that in rough weather the relief could be effected. Large derricks installed halfway up the cliff lift stores and equipment from the relief boat

While the relief ship rode at anchor at a distance from Eilean Mor sufficient to avoid her being brought into contact with its cliffs in the event of a sudden change in the wind's direction, Moore hastened up the long flights of steps to the lighthouse. He found shut the little gate admitting one to the enclosure in which the lighthouse tower and appurtenant buildings lay. The outer doors were also shut. Moore flung them open and made for the living-room. This he found unoccupied. In the fireplace lay the cold, dead cinders of the last fire the missing lightkeepers had enjoyed—chill welcome for the relief on a winter's day in these wild seas! On the mantelpiece stood the silent clock. It had run itself down to a standstill.

It occurred to Moore that, maybe, his companions had overslept. So he dashed into the bedroom. It, too, was lifeless. Greatly bewildered, he hurried back to the East Landing to summon help. Two of the ship's crew were now put ashore with difficulty; and the three men immediately set about making a thorough search. Not a trace could they find anywhere about the lighthouse buildings of any of the keepers. Not a trace on the island, nor on its great cliffs. Examination of the landing at which they had just disembarked showed everything in perfect order.

THE LIGHTHOUSE ON EILEAN MOR: The lighthouse was erected by the Northern Lighthouse Board in 1895-99, and it was not begun until the two landing-stages had been blasted from the solid rock

THE EAST LANDING-PLACE ON EILEAN MOR: This landing-jetty, which was blasted from the solid rock at the time of the erection of the lighthouse, is seen in the foreground on the right. Eilean Tighe is in the middle distance, and away beyond is Soraidh. Eilean Mor is the largest of the islands, covering in all about 39 acres. The smallest of the Flannans covers 3 acres. They are still used for sheep-grazing by the crofters of Lewis



WHERE THE FLANNANS STAND AT THE MERCY OF THE ATLANTIC WAVES: The Flannans are 20 miles to the west of Lewis, main island in the Hebridean group and away to the north of equally lonely St. Kilda. The Flannans form part of Uig

THE EASTERNMOST AND WESTERNMOST POINTS OF EILEAN MOR: *Left*—The east landing-stage viewed from the sea. *Right*—Two of the stacks, Eilean a' Ghobha and Roarelm, which rise abruptly from the sea about 2 miles from the island. The point in the foreground of this picture is the haunt of innumerable sea-fowl

Cranes and derricks and ropes were just as they had been left after the previous relief had been carried out, some three weeks earlier. The searchers now hurried over the island to the West Landing, so as to make sure that the keepers, through some miscalculation, were not awaiting the relief there. Here they found evidences of recent storms—indeed, of terrific storms. Yet, the crane, fixed as it still is in a base of concrete several feet above the sea, appeared to have been undamaged. Its jib was lowered and fastened to the rock in the usual way. Round the barrel of the crane, in order to protect the hawser from sea-spray, the tarpaulin remained wrapped tightly. But it was discovered that a box kept in a hollow in the rocks, forty or more feet above the level of the crane platform—that is to say, at a height of at least 120 ft. above the sea—had been carried away. In this box were spare ropes and crane-handles. Several of these ropes were found strewn upon the face of the cliffs nearby. This seemed to indicate that an enormous wave had come tearing in from the west, had borne away the box, had smashed it open, and had littered its contents. The twisted state of much of the iron hand-rail flanking the lower stone staircase certainly showed that the West Landing had been subjected to a storm of unusual violence. This was corroborated by the fact that a boulder weighing at least a ton had also been displaced at this point.

Although the West Landing offered no definite clue as to what had occurred, its appearance generally, considered in conjunction with such evidence as was to be obtained in the keepers' living apartments, suggested an explanation. Neither Ducat's nor Marshall's sea-boots and oilskins were to be found. Moore, who knew well the ways of his companions, insisted that only when setting out to inspect the landing-stages in conditions of great storm did they put on these articles. The third keeper's boots and oilskin were in their proper place, however. This seemed to indicate that he may have left the premises in a hurry. The assumption is that, anxious to make everything doubly secure at the West Landing, the keepers were there when gale or wave swept them away. This assumption was not favourably received by those in the service of the Northern Lighthouse Board. It was thought to be extremely unlikely that three experienced lightkeepers would all imperil themselves simultaneously at a spot as perilous as the West Landing can be in such circumstances.

The facts, so far as we know them, are as follows:

A precise record of happenings had been kept by Ducat, the principal keeper. From the log, which the searchers found, it was seen that on the 12th and 13th of December a furious gale had been blowing from the west, but that this gale had moderated a little by the 14th. Ducat's final entry on the slate was dated Saturday, December 15, and timed 9 a.m. How soon thereafter the tragedy befell, no one can say. It may have been later in the morning of the same day. It may even have been that afternoon.

The time at which the fatality occurred would appear to have been fixed with somewhat greater precision by the condition in which the lighthouse and the habitable premises were found. As we have seen, the last entry on the slate was 9 a.m. The morning's routine duties had been performed after that time. For instance, the big lamps in the lantern-tower had been trimmed in readiness for another spell of service. The oil fountains and canteens were all primed. Lenses and mechanism had been cleaned in that way which makes the interior of our lighthouses unique. All this took time; and it was all attended to after 9 a.m.

Finally, the master of the steamship *Archer* reported that, at midnight on December 15-16, when pursuing a course on which he ought to have been able to pick up the Flannan Light, no light could be seen. Thus we can fix fairly accurately the day on which this haunting tragedy occurred, and perhaps also, within reasonable limits, the hour of that day. But the cause and exact nature of it still remain one of the many unsolved mysteries of the North Atlantic.

Alasdair Alpin MacGregor.

MATISSE DESIGNS A CHAPEL

The Veteran Painter Engaged in Creating a Shrine for the Dominican Nuns at St. Paul

THE SAGE OF CIMIEZ: The veteran French artist Matisse at work in his studio at Cimiez, near Nice, where he is engaged on the task of designing a chapel for the Dominican nuns at St. Paul, a famed artist's town in the hills behind Nice and near Vence. Every detail of the decoration and design of the chapel is his own work. Matisse is now in his eighty-first year

St. Paul, near Vence, in the Alpes Maritimes, is a small town with some 800 inhabitants. It is perched on a hill 600 ft. high, and is surrounded by a fourteenth-century rampart. It looks like a place in a Hans Andersen fairy-tale. The streets are narrow, hilly and paved with cobblestones. It is there that the great artist Matisse is carrying out what he considers to be the most important work of his whole life, the designing of a chapel for the Dominican Nuns of St. Paul. Matisse, who has his studio at Cimiez, in neighbouring Nice, is one of many artists who have rejoiced in the beauties of the little town in the hills near Vence, and, despite his eighty years, he is carrying out his present task with all the fervour of a young architect bent on emerging successfully from his first commission. Henri Matisse is a shortish, stout man with a short white beard and thick glasses. He looks a typical French *rentier*. He is a man of remarkable determination, and carries on despite failing health, often completing his designs for the Chapel of St. Mary of the Rosary when sitting up in bed.

A PRELIMINARY MODEL: Matisse constructed this in his studio as his first ideas for the Chapel of St. Paul came to mind. He has since conveyed his ideas to paper, and the little chapel for the Dominican nuns is now nearly complete

THE MAN AND HIS WORK—HENRI MATISSE, DOYEN OF FRENCH PAINTERS, DESIGNS THE CHAPEL OF ST. MARY OF THE ROSARY FOR THE DOMINICAN NUNS AT ST. PAUL, NEAR VENCE: *Left*—The artist resting during a morning's work. *Right*—Sketching beside his model for the chapel. For the past two years Matisse has devoted all his time to this project, and it is expected to reach completion in September. The north wall will be adorned with a painting of the Virgin Mary

LONDON VIEWED FROM THE VICTORIA TOWER OF THE HOUSE OF LORDS: This overhead view, embracing so many aspects of ever-changing London, was taken from the scaffolding on the House of Lords tower. This scaffolding, probably extending for a total of 60 or 70 miles, now clothes the tower from ground-level almost to summit while repairs to the badly-worn structure are proceeding. Between this tower and Big Ben can be seen the new House of Commons building, now nearing completion within the Palace of Westminster. At the bend of the Thames on the right can be seen the grounds of the Great Exhibition of 1951

EVER-CHANGING LONDON

THE METROPOLIS VIEWED FROM THE VICTORIA TOWER SCAFFOLDING

Never in the history of modern London has so much structural work been proceeding at the same time on official buildings. Within the precincts of Parliament itself repairs are going ahead on the Victoria Tower, the fabric of which is so badly worn by the hand of time, although it is a mere hundred years old. Repairs are now complete on nearby Westminster Hall, which was seriously damaged in the blitz, while the new House of Commons Chamber will be ready for occupancy in the autumn. In Whitehall itself a vast new series of office buildings is under construction on the site of the ancient Whitehall Palace, and in the above view this can be seen just to the left of Big Ben. On the South Bank of the river activity is even more intense, for there preparations are going ahead swiftly for the Great Exhibition of 1951. The Royal Festival Hall, the only permanent structure, can be seen rising just beyond the Charing Cross railway bridge. Flanking this Exhibition area is the new granite embankment wall which has reclaimed over four acres from the Thames. When the Exhibition is over, this embankment will be, like the Festival Hall, a permanent asset to London. Spanning the Thames in front of Charing Cross railway bridge is the new Bailey bridge which has been set up by the Royal Engineers and will afford access to the Exhibition site for pedestrians approaching from Charing Cross Station and the Strand, on the North Bank.

ON DECK AS SHE BREASTED THE ATLANTIC ROLLERS: Members of the crew of the 55-ft. all-aluminium sloop *Gulvain*, owned by Mr. John H. Rawlings, of Portsmouth, as she sailed home from Bermuda after finishing first of the British yachts in the Bermuda ocean race. The return to England was treated as a transatlantic race, five contestants making the 3,000-mile trip in fast time

ALONE ON THE BROAD ATLANTIC

THE YACHT "GULVAIN" SAILS HOME FROM THE ISLAND OF BERMUDA

The 23-ton all-aluminium sloop *Gulvain* crossed the Atlantic from Bermuda to Plymouth in eighteen days, a fine performance in view of boisterous weather conditions. During the voyage *Gulvain* twice lost her massive spinnaker, which was blown into the sea. The spinnaker, consisting of 1,000 sq. ft. of nylon, was repaired each time by a hand sewing-machine. During another period of high wind, the port crosstrees were carried away. These were repaired aloft by Commander W. King and Mr. Charles Gardiner at a time when the vessel was rolling in an arc of 60 degs. One of the members of *Gulvain's* crew was Mr. Humphrey Barton, Rear-Commodore of the Royal Lymington Yacht Club.

UP ALOFT AND IN THE BOWS WHEN TRAVELLING AT SPEED ON THE WESTERN OCEAN: *Left*—A member of the crew of *Gulvain* making repairs at the crosstrees after sails and gear had been damaged in an Atlantic storm. *Right*—The yacht throwing up a big bow wave as she sped forward, sometimes at a speed of 7 or 8 knots. *Gulvain* has proved herself a fine craft, and it is hoped that she will once again enter the Bermuda race in 1951

STATELY DEMESNES IN EAST ANGLIA AND THE WEST COUNTRY

BLICK[illegible]G HALL, ONE OF THE GREAT SHOW PLACES OF [illegible]T ANGLIA : Blickling, a National Trust property [illegible]hich is open to the public on certain days during [illegible] summer months, lies about 10 miles to the [illegible]th of Cromer. The first sight of Blickling, as it [illegible]ddenly comes to view from the road past the church, satisfies [illegible] most romantic conception of an historic English house. [illegible]re across an expanse of lawn is the rose-bricked mansion, [illegible] the gardens are laid out in as formal a pattern as is the [illegible]e itself. It was in 1431 that a rich Norfolk knight, Sir John Fastolf, bought the Blickling property which he sold to a still richer mercer from London, named Geoffery Boleyn. His grandson, Sir Thomas Boleyn, inherited Blickling and an enhanced position, living to see his daughter married to and decapitated by Henry VIII. After Sir Thomas's death the property passed to the Clere family, and in 1616 was bought by Sir Henry Hobert, 1st Baronet, an astute lawyer and Lord Chief Justice of King James I. Sir Henry built the existing Blickling Hall. His grandson, the third Baronet, married a daughter of John Hampden, and was a noted parliamentarian. One of the most interesting features of Blickling is the Great Gallery

THE MINISTRY OF WORKS ARE TO TAKE OVER THIS PALLADIAN BRIDGE IN PRIOR PARK, BATH, AS IT HAS BEEN FOUND THAT SINCE THE WAR ITS CONDITION HAS SADLY DETERIORATED : On the hill in the distance is the famous mansion built by John Wood the Elder for Ralph Allen, the Man of Bath, Fielding's Squire Alworthy, postal reformer, philanthropist and friend of statesmen, artists and men of letters. The Palladian bridge spans part of the old fish-ponds of the monks of Bath. It is dated 1751-60, and is an almost identical copy of the bridge built at Wilton by Robert Morris in 1736. Ralph Allen is also remembered for the ingenious devices by which he exploited the rich stone quarries at Combe Down, near Bath. His enterprise made it possible for Bath stone to be conveyed from the top of Combe Down to the River Avon, where it was shipped to Bristol, London, and all the major ports of England, bringing considerable revenue to Bath

STORM CLOUDS ON THE RIVIERA: The young Frenchman gets his dismissal by the elderly husband in the last act of Dido Milroy's first play, *Always A*[illegible], at the Garrick Theatre. Left to right are Christian Marquand as André Soubiron; Sheila Keith as Jane Armitage; Ernest Thesiger as Mr. Phillipson; [illegible] Lovell as David Harper, Jane's brother, who falls in love with Laurie Phillipson, played by Margaret Johnston, who is also in the West End in a [illegible]

NEUROTIC WIFE AND UNDERSTANDING HUSBAND: Margaret Johnston and Ernest Thesiger in the final scene, when he tells her "Sleep is the only thing that will stop you thinking"

ALWAYS AFTERNOON

The New Play at the Garrick Theatre; Sir Malcolm Sargent at the Albert Hall; Abbott and Costello at the Palladium

Always Afternoon is based on a short story by Shelagh Fraser, herself an actress, who is appearing as Lady Orreyed in the new revival of *The Second Mrs. Tanqueray* with Eileen Herlie. It tells of a young middle-aged woman, who has never fully grown up, and who is married to an elderly man, who had been in love with her mother. She is described as having led a sheltered life, although it has not been sheltered from several lovers, including the handsome young Frenchman who is occupying some of her attention, when the play opens. Laurie's elderly husband (who devotes much of his attention to a handsome rabbit named Olwen) "understands" her; and is prepared to tolerate [illegible] for the sake of her happiness.

Into this *ménage à trois* come a school friend [illegible] and her brother. The brother falls in love with [illegible] manages, under the kind influence of a bottle [illegible] champagne, to talk sincerely to her and to give h[illegible] confidence she has always lacked, by the declara[illegible] of [illegible] love for her. But the self-confidence wears of[illegible] effects of the wine, and a few hours later on the sa[illegible] Laurie is again unsure of herself, cannot face a [illegible] and only wants the quiet understanding of h[illegible]

SIR MALCOLM SARGENT MEETS PAUL BEARD, LEADER OF THE B.B.C. SYMPHONY ORCHESTRA: Sir Malcolm has now replaced Sir Adrian Boult, who had been Musical Director of the B.B.C. and in charge of the then newly-formed Symphony Orchestra since 1930. Paul Beard was leader of the London Philharmonic Orchestra in 1932 and was appointed to the B.B.C. Symphony Orchestra in 1936, when Arthur Catterall resigned. Sir Malcolm is at present conducting the fifty-sixth season of Promenade concerts

THE AMERICAN INVASION OF THE LONDON PALLADIUM CONTINUES: Bud Abbott and Lou Costello, well known in this country from their many films, are now filling the London music-hall. The American variety acts which have been filling one of London's largest theatres since the end of the war are mostly well known to their audiences through films and gramophone records. Their public is ready-made, but they still have to face the more critical atmosphere of the living theatre, and that so many have done this successfully is generally due to previous stage experience. Abbott and Costello have a good deal of traditional business in their act, but they bring to it the vigour and the quick repartee of the American fashion. Although they are not besieged by teen-agers as was their predecessor, crooner Frank Sinatra, they still have a large and enthusiastic public. On the same programme Max Bygraves, son of a Bermondsey docker, made a success with an act which owes something to the vocal antics of Danny Kaye

August

The coast-line of Britain, with its variety of bays and harbours, is now attracting holiday-makers. It would be a pity to spoil even a few moments of the days of leisure; why not avoid needless anxiety by using the Midland Bank's Travellers' Cheques, or by making arrangements to cash your cheques at the Bank's branch in your holiday resort? Then again, the Midland Bank will pay your standing orders and look after your papers and valuables while you are away.

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The World of Books—By VERNON FANE

FRANK TO THE POINT OF RAISED BROWS

Miss Ruth McKenney Writes a Warmly Human Autobiography: The Racy Memoirs of Elliot Paul

TWO of this week's most recommendable books — if there be such a word—are personal reminiscences, and both have an American setting. First of all, Miss Ruth McKenney's Love Story (Hart-Davis. 12s. 6d.), which is the record of her marriage up to date and since its whirlwind start twelve years ago. This is an enchanting book, and also a rare one, for the author's candour is exceptional in either sex, and especially delightful when it is tempered with such good taste as here. Miss McKenney met her husband, fell in love with him and he with her, and was secretly married all in the space of twelve days before the war. I have this on excellent authority, and I also have the details of a number of quarrels and reconciliations, of children's illnesses, of the constant anxiety about money, or constant rather with one exception, when they were in Hollywood and exchanged anxiety for boredom. It is Miss McKenney's characteristic quality that she is frank to the point of raised eyebrows, and also that she is funny, sometimes hilariously so, and touching, too. It is no surprise to learn that she appreciates the works of Dickens, for in her own recital there is the masterly contrast of tears with laughter, and tragedy with high comedy. I laughed aloud, and often, through my reading of this book, and I am not ashamed to say that I was near tears, too. All this to the credit of its author, who has written the most warmly human book I have read for a long, long time.

Mr. Elliot Paul's humour is more lusty, his point of view more sardonic, and his approach less personal than this, but he has nevertheless contrived a funny, rewarding and individual book in My Old Kentucky Home (Cresset Press. 12s. 6d.). More things seem to have happened to Mr. Paul than to most authors in a normal span of life up to middle-age, or perhaps it simply is that he is more observant, and more retentive than most. Or even more inventive. Whatever it is, the result is admirable, and the content of these racy books of memoirs of his always entertaining and as amusing as they are full-blooded. The present volume deals with Louisville and Mr. Paul's stay there forty years ago, when, inevitably, he took a room at a boarding-house that was packed to overflowing with eccentrics. But there the question arises once more: were they eccentrics or have Mr. Paul's eye and hand set them down as such? Have all of us lived practically cheek by jowl with creatures of the kind and never recognised them? I have an idea that that is true, or often has been, and that what most of us sadly lack is the pair of spectacles, sometimes distorting, occasionally rose-coloured, and always magnifying, that this ebullient author uses to survey his characters.

Mr. J. Howard Whitehouse's Vindication of Ruskin (Allen and Unwin. 10s.) is a small book with a very big aim, in which it may or may not be successful. This is to "place on record the facts in connection with Ruskin's marriage and its annulment (and) to consider other contents of Admiral James's book." The latter, of course, is *The Order of Release*, in which the whole unhappy question of Ruskin, his wife and Millais has been discussed in some detail. Mr. Howard Whitehouse takes the view that Ruskin and Effie had an antipathy that was mutual, and that the physical coldness was reciprocal. In support of this theory he reproduces in facsimile Ruskin's statement in his own defence, written to his proctor, but never used in the nullity suit, which was won by Mrs. Ruskin. The old controversy is a sad and painful one, and one could wish that it could be allowed to die peacefully, but while it is continued, this book in Ruskin's whole-hearted defence should be considered with the others.

The theme of Mr. Lin Yutang's little novel has been a popular legend in China for more than 300 years, but he has rewritten it and given it his own grace and charm, and also his own humour. Miss Tu (Heinemann. 6s.) is a delightful story, delightfully told, with a deft lightness of touch that is typical of this most civilised of writers, and although it is so short that it may be read at a single sitting, it makes an impression that is more lasting than if it were the novelette that he himself claims it to be. Miss Tu, in the story and legend, is a beautiful courtesan and a successful one in Peking circles. When a poor student falls in love with her, it is to be expected that she will laugh at him with more or less gentleness and send him away. But the unexpected happens. Miss Tu falls in love herself, and without the consent of the boy's parents they plan to marry. It is only to the boy that the problems of money, and of the parents' anger, seem insuperable. Miss Tu has her own scheme. But the boy is faint-hearted, and in the end Miss Tu changes her plan to a more tragic one, and carries that through with dignity and finality. Hers, in a sense, is the victory, and hers, certainly, is the reader's sympathy. With truly Chinese delicacy, Mr. Lin Yutang discusses drama and comedy at one polite remove, so that if our hearts are not touched, neither are our sensibilities offended, and we can enjoy the brief tale, appreciative and unmoved

KEATS'S HOME, IN KEATS GROVE, HAMPSTEAD, IS TO BE MADE THE SUBJECT OF AN INTERNATIONAL APPEAL: The house was damaged by bombs during the war and Hampstead Public Libraries Committee declares that £1,500 is needed to put the place in order. Poetry societies in the United States and the Commonwealth countries will be approached in the matter

Without Magnolias (Secker and Warburg. 12s. 6d.) is a truly remarkable book about Negroes, and about their problems in a present-day Florida town. Here is a novel that has been written without the extremes of sentimentality on the one hand, or brutality on the other, and that is all the more effective for being both balanced and coherent. Bucklin Moon writes objectively about a coloured family in which the mother still clings to the old-fashioned and traditional ways, and the grown-up son and daughters look ahead to a new kind of world in which they will be allowed to have a more responsible part.

Inexplicably, I missed seeing The Male Animal (Hamish Hamilton. 8s. 6d.) when it was staged here, and must now content myself with the published version, which is, I must admit, no hard task, since it reads extremely well, and is sporadically illustrated by the part-author, Mr. James Thurber. He, with Mr. Elliott Nugent, has written a play on a valid theme, that women like men to fight for rather than with them; and a valid sub-theme, that a college professor should not suffer dictation from a reactionary board of trustees. The result is a pretty good play (even to one who is not deeply interested in the American football terms that keep intruding) and a very funny one. I thought the scene with the professor, classically absent-minded, and the student, classically Left Wing, and both very drunk, was as riotous and, oddly enough, inoffensive, as anything I have read this year.

"That 's my point," declaims the pedagogue. "All animals are the same, including the human being. We are male animals, too. . . . Even the penguin. (*His voice shows some emotion as he thinks of the penguin.*) Think of the sea-lion a minute. . . . He snarls. He gores. . . . with his antlers. He knows that love is a thing you do something about. . . . You do something. You don't just sit there." In this case I would suggest that what you do is to go out and [illegible] this book, read it and enjoy yourself.

It is seventy years since Giovanni [illegible] novel The House by the Medl[ar Tree] (Weidenfeld and Nicolson. 10s. 6d.) [illegible] published in its original Italian, and no[w] [illegible] it translated by Mr. Eric Mosbacher [illegible] and flexible English, and can enjoy the [illegible] of the fisherman's family living on the coast [of] Sicily in the '60's, and experiencing the chan[ges] of fortune that came as much from [illegible] superstitions as from Garibaldi's [illegible]. It is a lively story and reads as fresh[ly] [illegible] as if it had just been written.

From Hand to Hand (Methuen. 10s. [illegible]) is a translation, too, of an even less common s[ort], for the late T. Rowland Hughes' novel has b[een] rendered into English from its original Welsh [by] Mr. Richard Ruck, and has a foreword by t[he] author's compatriot, Mr. Emlyn Williams. The b[ook] is unpretentious in design; a man's reminiscences [as] his childhood home is broken up, and many of t[he] things for sale, remind him of his parents and his [old] life. But the cumulative effect is moving, and t[he] novel's great virtue, in my opinion, is that it open[s a] window to an entirely strange kind of life.

Mr. R. J. Minney's novel is worlds away in feeling and in setting, for this is a slick, more or less sensational story about a pretty girl, a susceptible man and a curiously uneasy group of people who give cocktail parties in London hotels, and spend holidays in Torquay ones. Bring Out the Drum (Jarrolds. 12s. 6d.) is not the type of book I most enjoy, but it has an undeniable vitality about it and a gusto in its writing that has an attraction of its own

WHITEHALL'S ROYAL HEYDAY

The Story of the Ill-fated Palace

The great rectangular space in London bounded by Whitehall, Horse Guards Avenue, Richmond Terrace and the Victoria Embankment is now in process of being occupied by the biggest block of Government offices ever envisaged in this country, a veritable monument to bureaucracy, providing accommodation for at least four Ministries. The process of excavation for that block, which began in the mid-'30's, has already revealed much of historic interest, as it was bound to do, for on this site beside the Thames once stood the Royal Palace of Whitehall, the home of England's monarchs from Tudor times until the end of the seventeenth century. Henry VIII was the first sovereign to reside there, having taken the property from the fallen Wolsey, and with the flight of James II came its twilight. Less than ten years after the accession of Dutch William a fire razed much of the Palace to the ground. The fire started in the afternoon of January 4, 1698, as a result of the activities of a Dutch woman, who was attempting to dry some clothes. The Chapel Royal, the Great Hall and the Royal apartments near the Thames were burnt out, and although William III intended to have the Palace rebuilt by Wren, he never did anything about it, and the Court moved back to St. James's. The drama of those years in this Palace, where kings and courtiers walked and danced and feasted, amid scenes of the greatest splendour which gave place almost overnight to acres of charred wilderness, is not lost upon Mr. G. S. Dugdale, who has achieved a masterly piece of research in presenting his WHITEHALL THROUGH THE CENTURIES (Phœnix House. 18s.). The author is an Assistant at the London Museum, a lecturer on the history and topography of London, and a direct descendant of the antiquary Sir William Dugdale, Garter King of Arms under Charles II and James II. Many of the reproductions of prints and plans in the book had a place in the Whitehall Exhibition held in 1948 in the board room of the Old Treasury, an exhibition which at the time was dealt with at some length in the pages of The Sphere.

Perhaps there was never a stranger nor seemingly more ill-assorted assembly of persons than Wilfrid Noyce has brought together in his latest volume of essays, John Ruskin and Nietzsche, Rousseau and Pope Pius XI, John Keats and Robert Falcon Scott, and Horace Benedict de Saussure. It is the last named who provides the clue to this assembly, for the eighteenth-century Swiss geologist achieved fame as one of the first to reach the summit of Mont Blanc. SCHOLAR MOUNTAINEERS is the title of Mr. Noyce's symposium (Dennis Dobson. 12s. 6d.), and it would seem at times that he is rather straining to bring this unusual team together, as witness the inclusion of Scott of the Antarctic who, although adept in the negotiation of glaciers, could hardly be called a mountaineer, and was certainly only a modest scholar, despite his mastery of English. There is one obvious omission also, the name of the late Colonel Frank Smythe, a true scholar-mountaineer and one who could write of his experiences in the high places with power, simplicity and a deep sincerity.

Three translations from the French all present themselves this week. Marcel Proust's PLEASURES AND REGRETS (Dennis Dobson. 9s. 6d.) appears for the first time in English. It is a fascinating introduction to Proust's world of love and jealousy, decadence and snobbery, worldliness, desolate splendour and elegant sorrows. André Gide's ŒDIPUS AND THESEUS (Secker and Warburg. 7s. 6d.) now appears in the standard edition, which is being published in part by Secker and Warburg and in part by Cassell. THE DIARY OF A FILM, by Jean Cocteau (Dennis Dobson. 10s. 6d.), is a day-to-day story of how the film *La Belle et La Bête* was brought into being. As an account of how an artist goes about his work, fashioning obdurate materials into a rhythmic whole, making an entity of a group of actors and technicians, it is of absorbing interest. The book also reveals the extraordinary versatility of Cocteau, at once poet, novelist, essayist, playwright, stage designer, producer film director and caricaturist.

Here are three volumes for the country lover, and those interested in particular in Britain's coasts and waterways. D. M. Matheson, former Secretary of the National Trust, is the author of A NATIONAL TRUST GUIDE TO PLACES OF NATURAL BEAUTY (Batsford. 8s. 6d.). This is a companion volume to the *Guide to Buildings*, which was published in 1948, and it will be much welcomed by walkers who wish to see something of England's newly acquired heritage. HAPPY YEAR (Collins. 10s. 6d.) by Anthony Buxton, is the diary of a fisherman-naturalist, dealing for the most part with the author's experiences in Norway and Scotland. There is an important chapter on "The Future of the Broads." Edmund Vale's THE SEAS AND SHORES OF ENGLAND (Batsford. 12s. 6d.) now emerges in a second edition which will no doubt sell as swiftly as the first.

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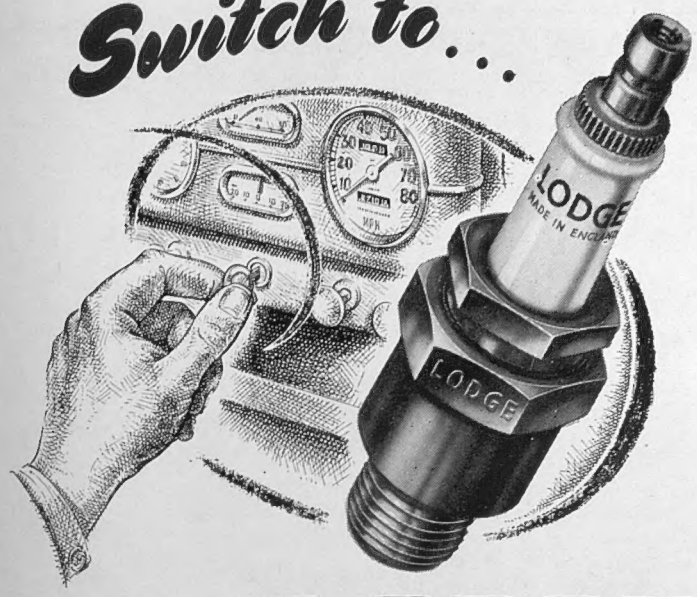

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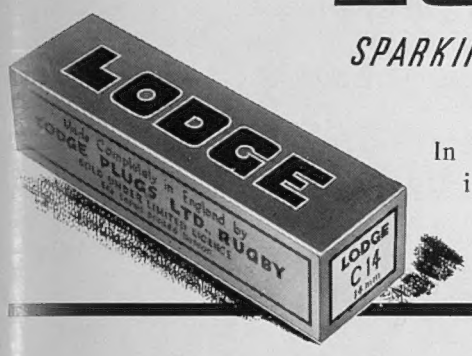

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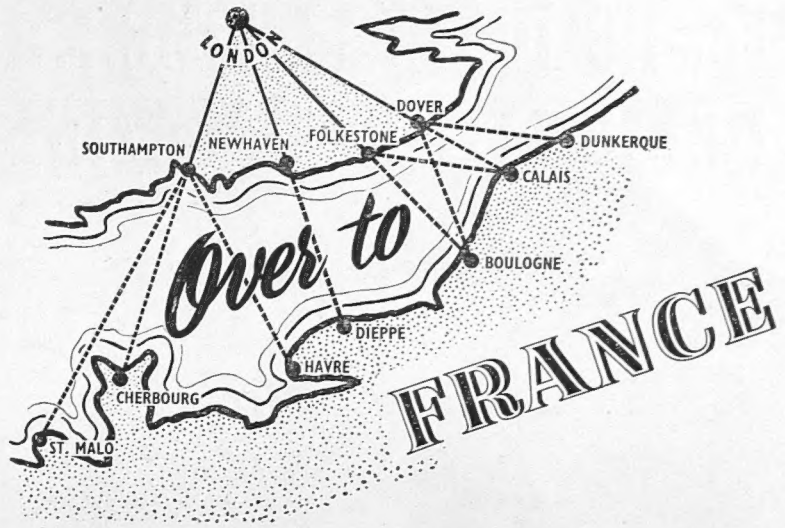

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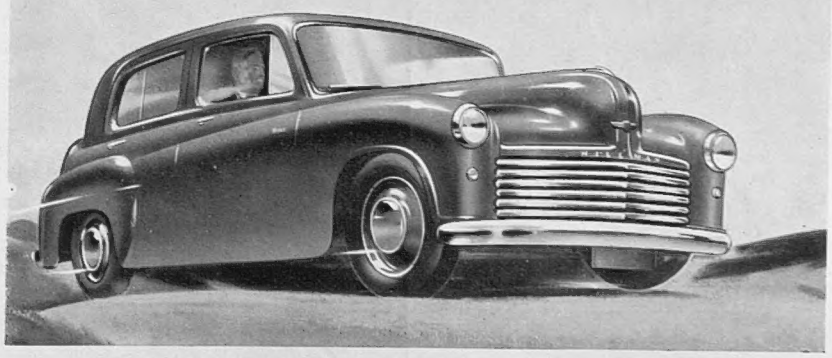

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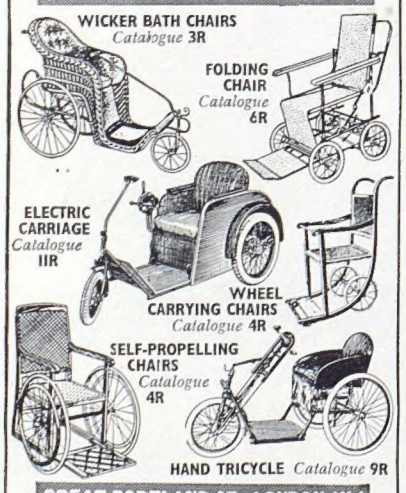

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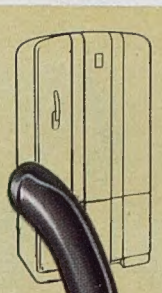

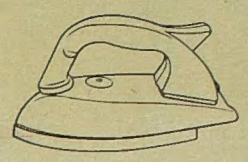

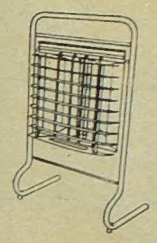

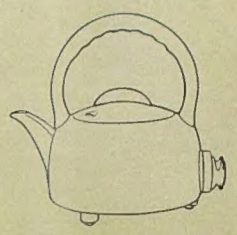

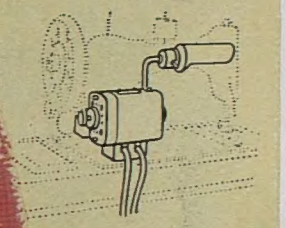

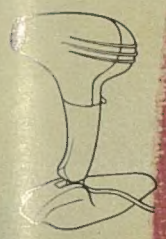

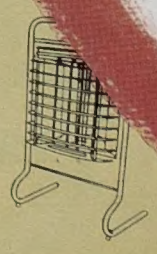

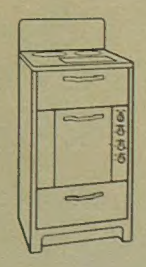

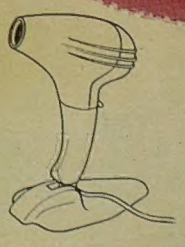

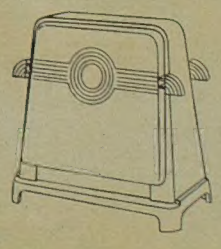

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